# FAST FORD SPECIAL



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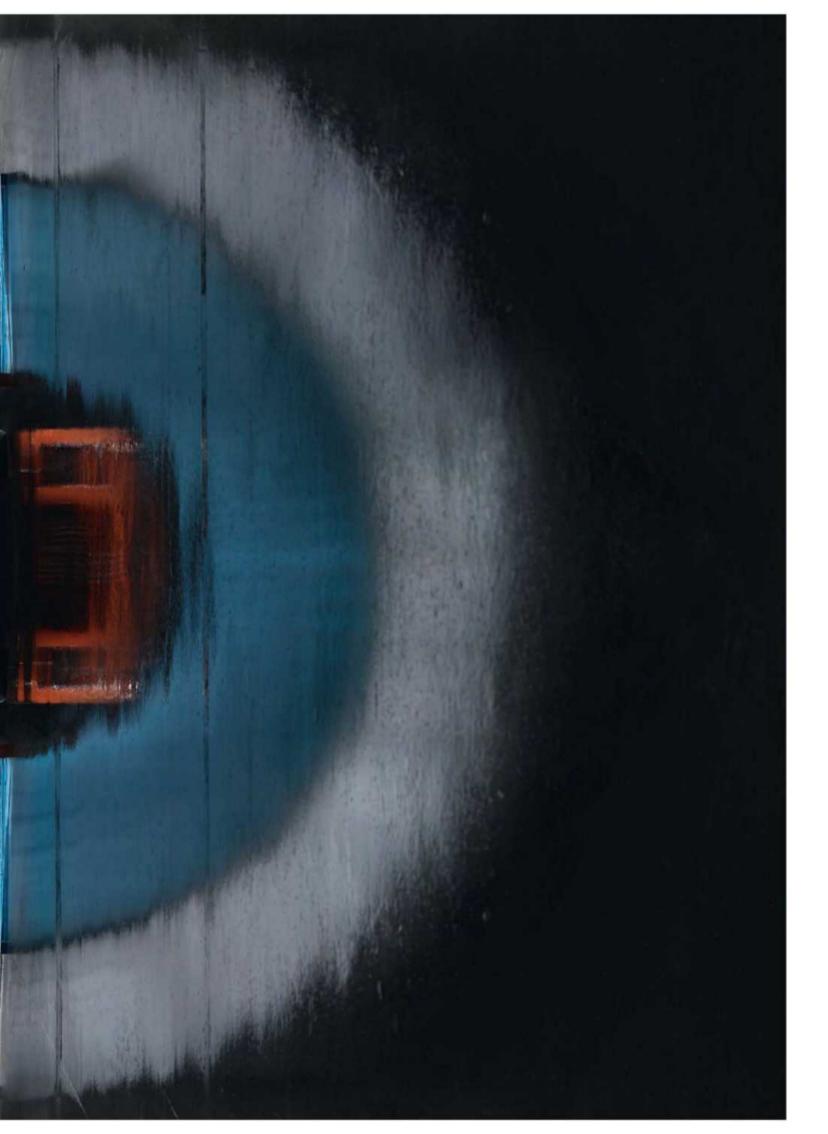
Shock new Mazda **RX-7** 

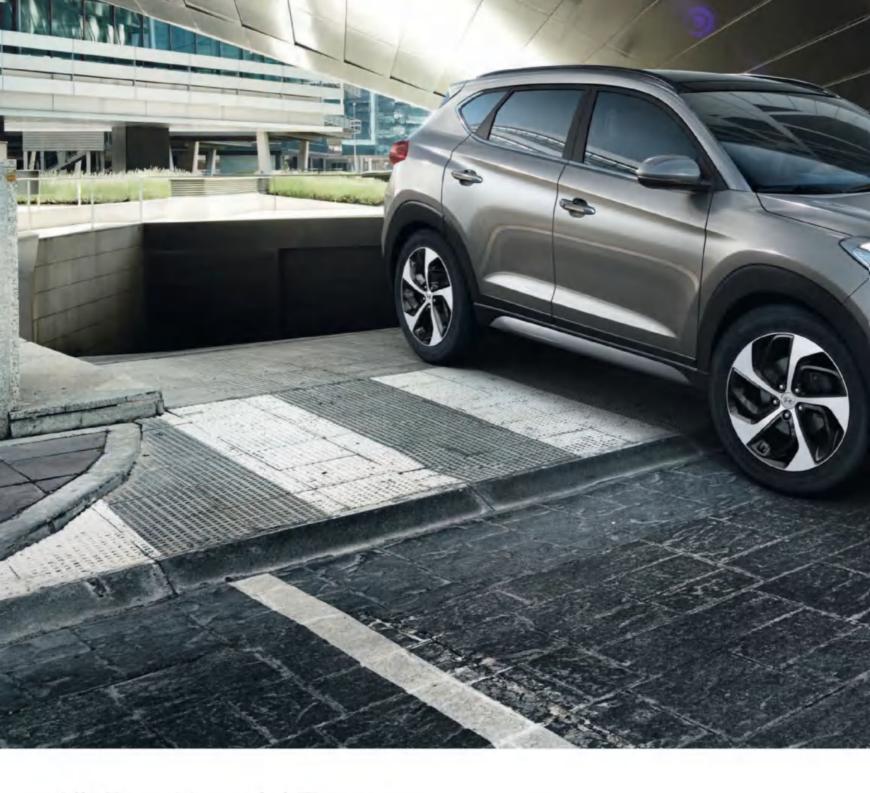


new baby McLaren F





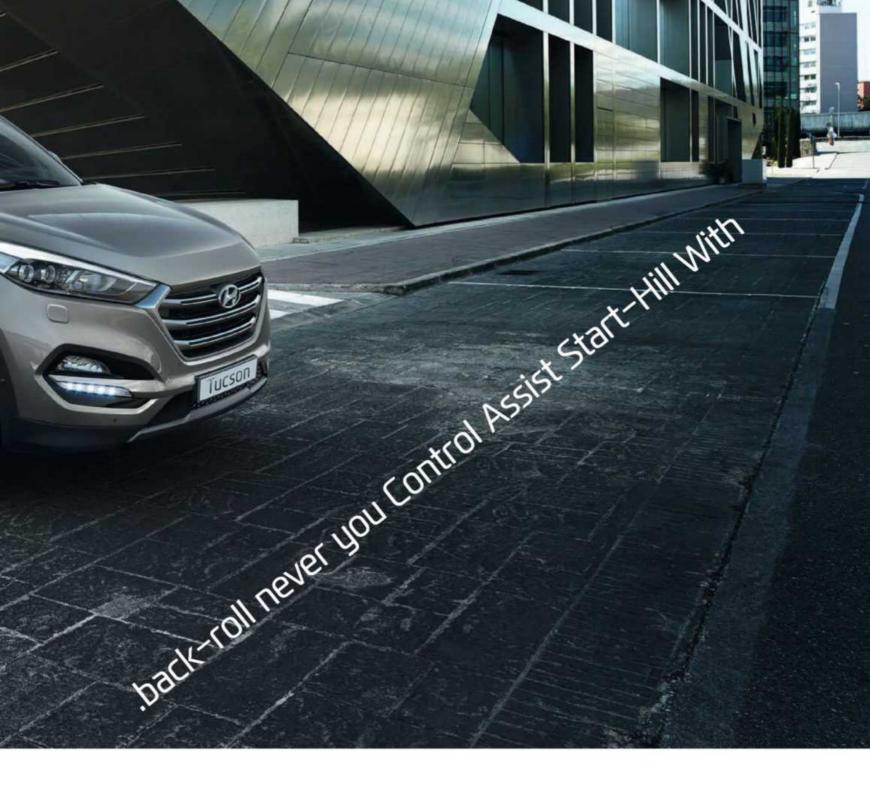




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# RX-Vision: rotary-engined RX-7 to follow Hydrogen-powered Honda FCV Clarity driven



# 'A decision to approve the Yamaha Sports Ride is possible within 12 months'





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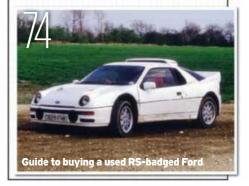
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# Toyota spearheads Japan's resurgence

THERE WAS A moment in Toyota boss Akio Toyoda's speech at the Tokyo motor show when he spoke about his company's commitment to embracing new ideas, such as it did with hybrids and fuel cells all those years ago.

"Once we step up to the plate, regardless of what happens, we have to take responsibility without excuses," he said.

A sly dig at crisis-hit competitor Volkswagen and the way the German car giant has handled its emissions scandal, perhaps? That wouldn't be Toyoda's style.

Nevertheless, Toyota officials are wearing quiet smiles, having regained their lead over the Volkswagen Group in the global car-building stakes, making 7.49 million cars in the first nine months of this year compared with the German company's 7.43 million.

The recent emissions scandal came too late in that period to have made much of an impact, but it is difficult to see the

> gap doing anything but widening in the months that lie ahead.

Little wonder, then, that the representatives of Toyota and the rest of the Japanese manufacturers had a spring in their step at the show.



# **THIS WEEK**

Issue 6175 Volume 286 No 5

Established 1895

### **AUTOCAR**

#### AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

#### McLaren 570S Coupé

New 'baby' sports car driven on road and track



NEWS

#### **SEMA 2015**

The showstoppers heading to Las Vegas



NEWS

#### **Tokyo 2015**

This year's weird and wonderful concepts





GALLERY **New Renault** 

#### Mégane

Focus rival in detail



BLOG John McIlroy

Fuel cell vehicles come of age at Tokyo show



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he Mazda RX-Vision concept car revealed at the Tokyo motor show signifies Mazda's intention to launch a new range-topping sports car powered by a rotary engine.

The likely badge for the front-engined, rear-drive model is RX-7. The debut of the production version at the Tokyo motor show in 2017 is a possibility. That would mark 50 years since Mazda launched its first rotary-powered sports car. The last rotary model, the RX-8, went off sale in 2012.

The two-door, two-seat coupé is officially described as being "Mazda's vision for the ultimate in front-engined, rearwheel-drive sports car styling".

Mazda president and CEO

Masamichi Kogai confirmed: "One day rotary will make a comeback." He added: "This gives form to our brand's vision of the future. It expresses our intention to make rotary. There are many issues to overcome, but we will continue our efforts. We're working steadily. Keep your eyes on Mazda."

At the heart of the RX-Vision is an all-new, next-generation rotary engine called Skyactiv-R. This engine is said to solve three key issues with previous rotary engines: fuel economy, emissions and reliability. However, Mazda has not given any specific details on the engine at this stage.

The RX-Vision is 4389mm long and 1925mm wide, with

a height of 1160mm and a wheelbase of 2700mm. Those dimensions make it marginally longer and wider than Jaguar's F-Type Coupé. It is also significantly lower.

The car sits on a bespoke Skyactiv rear-wheel drive platform, unrelated to the Mazda MX-5's. For production, the RX-7 is likely to be smaller than the concept car and targeted at Porsche's Cayman.

R&D chief Kiyoshi Fujiwara said: "If we were to mass-produce the car, the Cayman is the right kind of assumption [as a rival]. We'd like to make the weight lighter than a Cayman."

Fujiwara would not divulge details about engine capacity or performance, but the Cayman reference indicates the kind of level at which the RX-7 will be pitched. Expect, then, around 300bhp from the future rotary engine. Fujiwara confirmed that turbocharging is under investigation for the engine. So is hybridisation, but that is less likely because it is a greater technical challenge.

Although Fujiwara wouldn't mention specifications of the engine, he did confirm that the efficiency of it now matches a typical petrol engine's without any electrical assistance. He said breakthroughs in computer simulation and prototype making had allowed Mazda to more accurately study the combustion cycle of a rotary engine and change >





rotary engine?

"The rotary engine is a symbol of Mazda's spirit. I'm extremely glad that we can realise such a machine. It provides a unique



← it accordingly, including even altering the engine's shape. He said: "There is still room for more modifications in the shape of the engine."

Mazda has also improved the torque output of the rotary engine, another criticism of previous units in addition to the poor economy and reliability.

As for the car's transmission, Fujiwara said a manual gearbox would be his preferred option, but a dual-clutch automatic might be required, should the performance improve further.

Production of the new engine now relies on further improvements to the rotary technology, particularly in ensuring that it is now reliable enough for mass production, and for Mazda to be on a stable financial footing to have the confidence to relaunch the technology. Both of these appear a given, hence the mooted 2017 Jaunch date.

Mazda "always introduces new materials and technology" on its sports cars, said Fujiwara – a reference to possibly more extensive use of aluminium in the production car or even carbonfibre. The base Cayman weighs 1405kg, a figure the production Mazda will be seeking to beat.

Mazda design boss Ikuo Maeda said the concept "represents our dream, but we don't want it to be a dream too long". He said it took 10 months to design and was a "pure design project" in this form, although "a lot of elements are adaptable for future products".

The concept's design is said to offer "a sense of lineage and authenticity, encapsulating Mazda's entire history of sports car design". Following Mazda's Kodo design language, the RX-Vision's low body features a short overhang at each end, with a low roofline and low bonnet – something made possible by the compact dimensions of the rotary unit.

Inside, the concept features handcrafted components, leather trim and a simplistic instrument panel. The car has 245/40 R20 tyres at the front and 285/35 R20s at the rear.

Maeda said he would love to see the design in production, hinting that the look of the production car was still up for debate. "I hope we have enough strong voices that can dictate this car. We're at a very important stage and we wanted to express what could be the next step.

"So we developed this model, stepping up Mazda's brand and expressing how we intend to survive and live into the future. We wanted to express the most unique technology Mazda has and the challenge we want to pick up in the future."

On a likely launch date, Maeda said: "It depends on popular demand and the desire for this kind of vehicle – 2017? If I could, I would dearly like to do so."

He added: "Right now, there is only one design for a Mazda sports car, the RX-Vision" but that "it is one possibility to make it smaller", a hint about the positioning of the production car. Elaborating on this subject, he said: "[Porsche] 911 or Cayman? If you consider the price and performance, the Cayman would be more appropriate."

However, Kogai said there were hurdles to overcome and would not commit to a launch date for the inevitable production return of rotary power. He said: "Initial targets for rotary were set higher than gasoline. I said before it would be difficult for mass production, and this encouraged our engineers to work harder to achieve these targets. I believe one day our engineers can overcome those challenges and meet targets.

"We want to have good communication with our fans on the concept. I'd like to know how great their expectations are. R&D is working very hard. The targets are strict; rotary engines have lots of issues and we need to solve each of them. It's not just emissions. It's performance as well, and making it easy to maintain. A rotary engine is a difficult engine [on which] to solve all these problems."

MARK TISSHAW

### 'Rotary engines have a lot of issues and we need to solve each of them'

### TOKYO MOTOR SHOW





### MARK TISSHAW Roll on 2017



"KEEP YOUR EYES on Mazda," was the sign-off from company president and CEO Masamichi Kogai as he stepped off stage to allow the covers to come off the RX-Vision, surely one of the most eagerly anticipated concepts of recent times.

He was somewhat stating the obvious: how can you keep your eyes off a car so beautiful? In the metal, the RX-Vision is a stunner. Lowslung, with a sleek, slippery body and a long bonnet, the RX-Vision mixes classic sports car proportions with its lovely, current Kodo design language.

I thought the new MX-5 looked like a baby Ferrari. This looks like something that could have come from Maranello, too.

But like all great concept cars, the RX-Vision leaves us wanting more. We don't really know anything about the engine beyond informed speculation. All that's on the record is that it is a next-generation rotary unit. Power? Torque? Capacity? Economy? R&D chief Kiyushi Fujiwara wouldn't put numbers on anything.

Still, my appetite is whetted. I bet it won't be long before the gaps are filled in. The 2017 Tokyo motor show marks 50 years since Mazda showed off the first rotary production car; seems like the ideal time to launch the new one to me...





# Murray springs baby F1

Yamaha stunned showgoers with its Sports Ride concept, based on underpinnings by Gordon Murray

he Yamaha Sports Ride concept could go on sale within three years and be a halo model for a family of Yamaha road cars developed with legendary British designer Gordon Murray, Autocar has learned.

The baby sports car, which was one of the stars of the

Tokyo motor show, sits on underpinnings designed by Gordon Murray Design. It uses a variation of his revolutionary iStream production process, the key difference being that the car's structure uses carbonfibre rather than the iStream's glassfibre. As a result, the car is said to be

# Yamaha could potentially produce an even lighter, higher-powered version

extremely light and strong, while the iStream process means manufacturing costs are not greatly increased.

Yamaha and Murray have declined to release details of the car's dimensions or midmounted powertrain. They have also refused to comment on the production likelihood of the Sports Ride or the Motiv city car, also created by Murray and Yamaha and shown in Tokyo two years ago.

A Yamaha spokesman would only confirm that talks about producing the cars were "ongoing". However, Autocar understands that a decision to green light plans is possible within 12 months.

To that end, Yamaha has employed ex-Toyota designer Akihiro Dezi Nagaya to work on the cars. The Sports Ride was the first evidence of his work. The design was notable for the signature 'Y' emblem along the bonnet and its references to Yamaha's motorcycle heritage.

Reports suggest the firm wants the Sports Ride to offer the performance of a Lotus Elise for the same price of around £30,000. It is understood that power would come from a turbocharged 1.0-litre engine, mooted to be

shared by the Motiv. Neither Yamaha nor Murray would comment, but it has been suggested that the engine would produce 70-80bhp in the Motiv and beyond 150bhp in the sports car.

If true, it would match the Elise with a power-to-weight ratio beyond 140bhp per tonne. The firm could potentially produce an even lighter, higher-powered version too.

The Motiv also uses the iStream car creation process, albeit without the use of carbonfibre, to keep costs down. Murray has confirmed that he is working on seven

### **TOKYO MOTOR SHOW**





#### Q&A AKIHIRO DEZI NAGAYA, DESIGNER

Why do you think you were chosen to create a new exterior design for the Yamaha Sports Ride concept?

"Yamaha was looking to integrate as much of its motorcycle culture as possible into the Sports Ride concept and I knew the company heritage and the bikes, so I was able to do that. I'm a professional designer, having worked for Toyota previously."

#### What motorcycle elements did you use?

"There are some pretty obvious motorcycle forms, and some details. The exterior mirrors are from a Yamaha R1 superbike, there's a bolt-on plate ahead of each rear wheel that's reminiscent of the Yamaha T-Max maxiscooter and the exhaust outlets reference Yamaha's latest bikes, too."

#### Did you have long to do it?

"Not really. It took about five months after we'd finished sketching and had the exact

dimensions. The sketching phase took a couple of months itself."

#### Beneath the skin of the concept, this is a Gordon Murray design, right?

"Oh yes: the chassis, package and all major dimensions came straight from him. The car is very thoroughly engineered. In that way, it's not like other concept cars. It could be ready to go quite quickly if the company decided it wanted to put it into production."





#### JIM HOLDER

#### So, Yamaha, what's the plan?

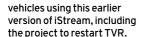
FOR SPEARHEADING the company's entry into the road car market and the innovative manufacturing process that underpins it, Yamaha's Sports Ride concept has all the



makings of being a ground-breaking hit. If rumours that the firm wants to sell its cars globally are to ring true, however, it must stop thinking in purely Japan-centric terms.

The Sports Ride concept looks great and has been designed to make a splash, but some of the details are too exaggerated for global tastes or, given the location of some of the air scoops in relation to the engine's mid-mounted location, common sense.

The firm should be less secretive about its plans, too. It hasn't produced two concepts for nothing, but if we're to get excited about what's coming, its senior management needs to open up about its intentions.



He has emphasised that the iStream Carbon project was developed under strict secrecy until the Tokyo show, raising the possibility of TVR now considering its potential.

The extent of Yamaha's ambitions are unclear. At the Tokyo show in 2013, it showed various road car designs. At the time, Yamaha's general manager of innovation, Masato Suzuki, said various bodystyles were possible.

The iStream frame is easily adaptable and the Sports Ride concept's frame is said to be longer than that of the Motiv, raising the possibility of the firm creating several styles of vehicle. Suzuki said the iStream process "allows for a longer and wider vehicle, and many modifications, without significant additional costs."

STEVE CROPLEY







# Next LS to get fuel cell tech

Lexus concept previews the new LS's styling and its hydrogen fuel cell powertrain

exus has announced its entry into the hydrogen fuel cell market with the unveiling of the LF-FC concept, which also provides clues to the styling of the nextgeneration LS luxury saloon.

The LF-FC name stands for Lexus Future – Fuel Cell and the car "offers a peek into the design and technology direction of the brand's future flagship sedan".

The concept uses a hydrogen fuel cell electric powertrain, which directly powers the rear wheels while also sending drive to two in-wheel electric motors at the front.

Lexus says the concept's drive system allows it to

precisely distribute torque to all four wheels, resulting in "exceptional dynamic handling and superior road stability".

The firm says the location of the fuel cell stack at the rear of the car, with the power control unit at the front and hydrogen storage tanks in a 'T' configuration, allows for optimal weight distribution for a sports saloon.

The car's hybrid powertrain operates in one of two driving modes, depending on conditions. In 'cruising' mode, the fuel cell stack draws on hydrogen and creates electricity to drive the motor and recharge the battery. In 'acceleration' mode, both the

battery and the fuel cell stack are used to power the car's main electric motor and its in-wheel electric motors for maximum power.

The four-door, four-seat concept features several autonomous driving functions. Its styling is dominated at the front by Lexus's signature grille, as well as a long bonnet.

The spacious interior has a gesture-controlled infotainment system. Holographic projections are used to direct gestures for controlling audio and ventilation functions, and the majority of information is displayed on a digital instrument cluster in front of

the driver. Rear passengers also get a touchscreen.

Lexus president Tokuo
Fukuichi said: "The LF-FC
expresses our progressive
luxury and high-tech vision of
a not-so-distant future. The
reason we are showing this car is
because we're getting ready for
a hydrogen-powered society."

The new LS will compete against the Audi A8, Mercedes-Benz S-Class and BMW 7 Series. It was tipped to have a V8 hybrid powertrain with around 535bhp. Now it looks like at least one version will use a hydrogen fuel cell, but hybrid and conventional powertrains are also likely to be offered.

**MATT BURT** 

### **Confidential**

AS WELL AS confirming plug-in hybrid technology will be applied to all future core models, Volkswagen's Herbert Diess shed light on the second-generation Phaeton, saying it would be produced exclusively as an electric car. Until now, reports had suggested it may also be offered with petrol and diesel engine options. "This is not the case," he said. "It will be sold as an electric car."

HONDA'S RADICAL BIKEengined Project 2&4 track day car made its Japanese debut at Tokyo, but it's still just a concept. Indeed, it's emerged that the industrial-looking blue fluid visible in the show car's brake linings is in fact mouthwash. Honda has not specified which flavour.



THE MAZDA KOERU crossover looks set to make production, according to design chief Ikuo Maeda. When asked about further development of the Frankfurt show concept, he said: "It's a tough question to answer, but we are preparing it. People expressed a desire for the concept to make production."

RENAULT AND NISSAN are advancing their autonomous driving capabilities in tandem, said Keno Kato, the Japanese company's product development boss. But driver requirements are so different in Renault's areas of influence that the French company will have to do its own integration and fine tuning.

SUBARU IS TRYING out upmarket interiors in the wake of customer feedback. The WRX S4 SporVita is a 500-unit, Japan-only special edition with a brown leather interior finish produced with Italian specialist Mario Levi. It is intended to appeal to BMW, Audi and Alfa buyers.

# FCV widens Honda's fuel cell options

HONDA WILL BE able to base its next generation of fuel cell vehicle on the same platforms as existing models, allowing it to offer the hydrogen-fuelled technology in multiple bodystyles and ramp up production levels.

Honda launched its latest hydrogen-fuelled car, the FCV Clarity, at Tokyo – and the new vehicle's fuel cell stack is one-third smaller than the set-up in its predecessor, the FCX Clarity. Kiyoshi Shimizu, chief engineer for large projects at Honda's R&D centre, said: "The most important thing with this FCV is getting the fuel cell stack small enough to fit under the bonnet. That means it can be accommodated with gasoline engine-like packaging in the future, and this opens up lots of possibilities.

"We could use the same stack in an SUV as in a saloon. In the future, we will not need a dedicated design for a fuel cell vehicle."



#### **TOYOTA FCV PLUS**

Toyota has unveiled a new hydrogen fuel cellpowered concept car, the FCV Plus. The concept can be used to generate electricity when not in motion and is capable of sharing its generated electricity with local infrastructure.



#### **SUZUKI IGNIS**

A bold Ignis compact crossover made its debut at the Tokyo show. The car is based on a new lightweight platform that is claimed to improve handling and rigidity. Four-wheel drive is available and the car is due in the UK next year.



# Honda looks to new sports cars

A sub-NSX sports car, a new S2000 roadster and a 345bhp all-electric coupé are all under consideration at Honda

onda is considering adding more sports cars to its range – including a radical proposal for an all-electric vehicle with a motor at each corner.

The Japanese manufacturer has confirmed that its new NSX will start production next spring, but its president, Takahiro Hachigo, has acknowledged that the hybrid supercar's highend price – likely to be in excess of £120,000 in the UK – allows considerable scope for additional models that could rival the Toyota GT86 or Mazda MX-5.

Hachigo said: "We have the S660 in Japan and the NSX and Civic Type R globally, and we do want to further enhance those models that are already with us. However, we are receiving lots of requests from different regions for more sporting models, so we are considering a lot of ideas on what we can do. We don't have a definite plan in place, though."

Autocar understands that one proposal under consideration is a smaller, four-cylinder turbocharged sports car to sit below the NSX – but the preferred 'mainstream' idea is a replacement for the S2000 roadster that went out of production in 2009.

However, Honda has already developed another powertrain as a result of an earlier project to create an all-electric sports car, and Hachigo has given strong backing to the idea of a car using its technology reaching production.

The system builds on the existing SH-AWD set-up on the NSX – an electric motor on each front wheel and a third one driving the rear axle – by having electric motors mounted inboard at all four corners. Honda paired this technology with a 50kWh battery to produce a 444bhp CR-Z racer that finished a creditable 11th overall at this year's Pikes Peak hillclimb.

The proposal is for a detuned version of this setup to make production, with around 345bhp and a range of up to 250 miles – and road-going prototypes exist.

Hachigo said: "I personally have driven the four-motor CR-Z and I would like to see it mass-produced. I hope the young engineers can, in the next phase, come up with a way of achieving that. There are some challenges in the way, but while I cannot say when we can launch a car like this, I want to see it happen as early as possible."

The biggest hurdle to the all-electric sports car idea is likely to be cost. Although the prototype uses 'stock' electric motors (taken from Honda's US flagship, the Acura RLX Hybrid), it also features more expensive lithium ion batteries that would drive up the price.

Meanwhile, the S660 kei-car roadster remains unlikely to make it out of its domestic market, according to Hachigo. "That's a car that was designed for Japanese regulations," he said. "If we wanted to bring it to Europe, then we'd have to do a lot of work to make it comply with the rules there. If there is strong demand from any given region for any given car, then we will consider the possibilities, but we need to look closely at it." **JOHN McILROY** 



### Toyota to heed public reaction to S-FR sports car



TOYOTA HAS NO IMMEDIATE plans to put its S-FR baby sports car into production – but the company is planning to listen to Tokyo show feedback and could react positively to public acclaim.

The 2+2 S-FR is the result of a three-year project by Toyota's central design studio. The team was tasked with creating a new type of sports car that could sit alongside the GT86 in the line-up. The concept – described by project leader Koichi Matsumoto as "the GT86's baby brother" –

makes clear design references to the classic Toyota S800, with barely a single sharpcreased panel.

Although Mazda's MX-5 was one of the reference cars, Matsumoto insists the S-FR has a wider brief. "We want it to be a fun car that's enjoyable to drive," he said. "However, it has broader intentions than the two-seater cars. That's why we made it a 2+2."

Toyota declined to reveal any of the show car's technical specifications, although it's rumoured to have a 1.5-litre four-cylinder engine with 128bhp. However, the car's name is made from Sport, Front-engined and Rear-drive, and Matsumoto said: "For my mind, with any sports car, rear-wheel drive should be one of the key factors."

He also added that unlike the GT86/Subaru BRZ co-development arrangement and Toyota's ongoing joint sports car project with BMW, a production S-FR would not require a tie-in with another brand. "We could produce this ourselves," he said.



YOU NOTICE THE electric sports car prototype's intentions before you clamber into the racing seat. That's because the semi-cute CR-Z shape has been enhanced by riveted-on wheel arch extensions, giving it a much more purposeful look.

Off the line, acceleration isn't quite supercar fast, but

it isn't far off it. There's no wheelspin, of course, and remarkably little theatre beyond the obvious shove. Indeed, it's surprising how quiet and refined the test mule is, given that it's a mile away from production readiness.

The prototype has 250bhp instead of the 350bhp that

it could have in production form. That means you get to 80mph with no bother and some aplomb, but the grunt fizzles out soon after.

The capped power means the CR-Z can't quite outrun its own weight in corners. It feels every bit of its 1600kg as you try to get the front end to tuck in, and it washes

out into understeer too easily But another 100bhp and a more rear-biased SH-AWD set-up could easily allow you to power your way out of that habit.

Still, it's a fun thing – and with a lower cabin set-up and a couple of hundred kilos less weight, it could be great.

JOHN McILROY



Next year's Impreza will have a new platform and a new 2.0 flat four

### New Impreza clues revealed

THE NEXT-GENERATION Subaru Impreza has been previewed in concept car form at the Tokyo motor show.

It is described as being the first of a new generation of Subaru models and is expected to be offered with a new 2.0-litre flat four engine complete with cylinder deactivation technology.

However, the 1.6-litre engine that features in the current car is likely to be carried over to the new model. A hybrid version is also a possibility, but this is unlikely to make it to the UK.

The key visual cues of the car, such as the large air intakes at the front and a prominent lip spoiler at the rear, are likely to carry through to production, as Subaru also says that the look of the fivedoor concept hints at the look of the company's future range as a whole. The front lights are expected to be simplified when the car comes to production, as is the crease on the side panels.

The car will be based on a new standardised platform, which is intended to underpin every Subaru model from the Impreza to the Outback. The new platform is expected to bring significant weight savings to the Impreza, while also being stronger. It is also likely to form the basis of a new XV.

The five-door model is 4400mm long, 1880mm wide and 1440mm high, and comes with a wheelbase of 2670mm.

Autocar understands the next-generation Impreza will be launched towards the end of next year. Prices aren't expected to be much higher than the current £17,495 price.

JOHN McILROY



### MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN.

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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (I/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. "Subject to availability at participating dealers only on vehicles registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1 SR. You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.



# Nissan hints at new EV

Autonomous Nissan IDS Concept previews elements of the next Leaf

issan's IDS Concept, a four-seat hatchback that hints strongly at the styling of the nextgeneration Leaf hatchback, has two different cabin configurations, depending on whether the driver selects its conventional manual driving mode or the autonomous 'piloted' mode built in via its on-board artificial intelligence.

The battery-powered five-door

has a screen-based instrument panel when driven normally, but in piloted mode the steering wheel folds away and the seats incline towards one another "to facilitate conversation".

Design director Mitsunori Morita said: "It's like relaxing in a living room." Even in manual mode, the Intelligent Drive system stays ready to assist if needed.

The IDS Concept has a low roof



height of 1380mm to reduce frontal area and improve aerodynamics, and the car runs thin, big-diameter, aerodynamically designed wheels with 175-section tyres to minimise both air and rolling resistance. Its all-carbonfibre body makes it unusually light for a battery car.

Nissan's engineers say they have refined all aspects of the IDS Concept's electric powertrain: motor, battery and inverter. The combination of good aerodynamics, lightness and a new, high-capacity 60kWh battery, Nissan says, will allow the IDS Concept to "drive long distances".

For the concept, designers have used a series of lights, including a strip running along the car's waistline called the Intention Indicator, to alert nearby pedestrians or cyclists. When a pedestrian is near, the strip turns red to indicate the car's awareness. **STEVE CROPLEY** 

### New baby SUV set to join Mitsubishi line-up

THE STRIKING MITSUBISHI eX points towards a new crossover that will slot into the Japanese company's line-up below the ASX.

The concept is described by its maker as a mixture of a shooting brake and a compact SUV.

Similar in size to the current ASX, the eX features a new interpretation of Mitsubishi's 'Dynamic Shield' frontal design cues and was created under design boss Tsunehiro Kunimoto.

Its electric powertrain is based around a next-generation battery pack and a twin-motor all-wheel drive system. The eX has a range of up to 248 miles on a single charge, according to Mitsubishi.

The eX also comes with an augmented reality windscreen and automated driving systems.

Mitsubishi says the car is representative of the company's future design direction, both inside and out, although it features no B-pillars, a design element that's not destined for production.

Mitsubishi plans to expand its SUV line-up to five models by 2020. The other new model is expected to slot in between the ASX and the Outlander, both of which will grow in size in their next generations to make way for the newcomers.



#### **OUR SHOW STARS**



**MAZDA RX-VISION** 



The rotary engine lives on - and in some style. Shrink the RX-Vision a little and you're looking at the basis for the new RX-7, the

expectation for which is a launch at the 2017 Tokyo motor show. I'm counting the days already. MT



**SUZUKI ALTO WORKS** 



This seemed such a beguilingly aggressive cross between trafficbusting kei car and Nascar racer that I couldn't resist it. Power is a

turbocharged 660cc triple, driving the front wheels through a five-speed gearbox. SC



**TOYOTA KIKAI** 



The Kikai's creator, Kazuo Suyama, sees beauty in engineering, hence the exposed exoskeleton. A rear-drive petrolelectric hybrid, it is built around carbonfibre panels and aluminium subframes, so far too



pricey to reach production... at present. MB

#### **TOYOTA S-FR**



With rear-wheel drive and the promise of peppy performance from a 1.5-litre four-cylinder petrol engine, the compact Toyota

S-FR aims to deliver driving thrills at a price that won't break the bank. It begs to be built, even if Toyota officials suggest it won't be. GK

More Tokyo news at autocar.co.uk



**NEW PEUGEOT 308 GTi** 







# Kikai concept shows off its working parts

he creator of the bold Toyota Kikai has played down the prospects of the Tokyo motor show concept ever making it to production. The Kikai features no bodywork, exposing all of its working parts – including the 1.5-litre petrol-electric powertrain, suspension and steering – to the elements.

"In modern cars, it is very hard for young people to see the movement of the steering wheel and the suspension," said project leader Kazuo Suyama. "Usually, designers draw beautiful lines to create cars, but I think engineering is beautiful."

The Kikai features a 1+2 seating arrangement, sliding doors and a glass front bulkhead so the driver can see the road passing under his feet.

"We've created a connection between the driving seat, the car and the road," said Suyama.

The car's aluminium subframes and carbonfibre passenger cell are also exposed. Suyama wouldn't reveal the vehicle's weight, but under one tonne is feasible. Toyota worked with several partners on the project, including GK Dynamics, a Japanese company that specialises in building

motorcycles, which tend to feature more of their working parts on display than cars.

Suyama said the brief with the Kikai was to "create a new mobility type that did not already exist". He wouldn't be drawn on whether Toyota chiefs will commission a production version, but the use of exotic materials and a lack of component protection is likely to make it prohibitive.

"We do not have a decision, but we hope that the reaction to the car here at the Tokyo motor show is good," he said. MATT BURT



**MITSUBISHI EMIRAI** 

Mitsubishi Electric's Emirai is capable of reacting to the driver's mood, with most features operated via gesture controls rather than traditional buttons.



TOYOTA FLESBY

This radical mobility concept features padded external airbags and advanced driver monitoring systems that adjust the stereo and lighting to suit.



#### **SUZUKI MIGHTY DECK**

The first of Suzuki's kei car (Japan's micro class) concepts features a retractable roof and an exposed rear deck with luggage storage space underneath.



**NISSAN TEATRO FOR DAYZ** 

Described as a 'clean canvas' for digital sharing, the Teatro for Dayz concept features a digitally customisable interior and a minimalist exterior.



**SUZUKI AIR TRISER** 

This three-row people-carrier concept is designed to recreate the experience of being in a private lounge and features reconfigurable passenger seating.



# Hotter Focus RS mooted

#### Quicker, lighter Focus RS special is under consideration by Ford; 0-60mph could dip below 4.0sec

ord Performance is watching reaction to the new Focus RS closely before signing off an even quicker limited-run special.

Ford insiders have confirmed that an even more hardcore version of the 345bhp fivedoor is under consideration – and it has the potential to be the fastest-accelerating hatchback in history.

Ford's options for bringing

extra grip, performance and excitement to the new RS will be delivered mainly through weight saving and upgrading the RS's drivetrain. This will be possible in a car with an asking price that could even eclipse the £40,000 of the Ford's premium-branded opposition.

However, the car's 2.3-litre four-cylinder turbo petrol engine is already operating close to its maximum and attempts to conjure more power will be hampered by the lack of room for additional cooling capacity.

Because budget constraints have limited Ford's weight-saving options with the standard RS, there's plenty of potential for improving the car's power-to-weight ratio by adding lightness to a more expensive version.

Polycarbonate glazing,

carbonfibre-reinforced plastic bodywork, forged aluminium suspension componentry, carbonfibre brakes, less noise insulation and a stripped-out interior could take upwards of 100kg out of the car – even after the drivetrain additions under consideration have been grafted on.

Those additions are likely to consist of an electronically controlled limited-slip

differential for the front axle, tuned to work with the GKN-supplied rear drive unit, and a dual-clutch automatic gearbox. A limited-slip front-axle differential is already known to improve the RS's handling and was under consideration for the standard car, an insider has revealed.

The obvious paddle-shift gearbox option would be Ford's Powershift transmission,



# **Revamp for Merc's large SUV**

MERCEDES-BENZ HAS completed the renaming of its SUV line-up with the introduction of a facelifted version of the GL, which is now called the GLS.

The GLS receives subtle exterior styling upgrades, a more luxurious interior with additional connectivity options, more efficient engines, a new nine-speed automatic gearbox and revised air suspension.

It gets a new grille, with an oversized three-pointed star and twin-blade adornment. There's also a new front bumper, altered tail-lights, a revised rear bumper and newly styled wheels.

Inside, an upgraded dashboard features a free-standing infotainment monitor, altered instrument graphics and a new steering wheel.

The new GLS comes as standard with seating for seven in three rows and 680 litres of luggage space, rising to 2300 litres with all rear seats stowed.

The sole diesel engine is a 187bhp 3.0-litre V6 in the GLS350d 4Matic. Mercedes is holding back on economy and emission figures until closer to its UK launch early next year.

On the petrol side, the GLS63 gets an AMG twin-turbo 5.5-litre V8 with 577bhp. A plug-in hybrid is also possible but hasn't yet been confirmed.

A new nine-speed automatic gearbox replaces the older seven-speed unit in all versions apart from the GLS63, which keeps a seven-speed 'box.

Further changes are centred around the standard Airmatic air suspension and aim to provide improved self-levelling for a more comfortable ride

Pricing is expected to remain similar to that of the outgoing GL, starting at around £63k.

#### Zenos eyes Focus RS engine for hot E10



ZENOS IS PLANNING a more powerful version of its E10 sports car and it could share its engine with the Ford Focus RS, Autocar understands.

The new, more potent variant of the E10 is poised join the E10 and E10S in Zenos's line-up.

Company boss Mark Edwards has hinted that the E10's chassis is capable of handling more power, and a harder, more focused version of the E10 is the next logical step for the company as it seeks to establish itself in the lowvolume sports car market.

One engine option for the hot E10 would be a

more powerful version of the turbocharged 2.0-litre Ford Ecoboost unit used in the E10 (with 200bhp) and E10S (250bhp).

But Autocar understands that the new Focus RS's 2.3-litre Ecoboost engine is also under consideration. A power output of around 350bhp would give the E10 a power-to-weight ratio of nearly 500bhp per tonne.

Despite the extra performance, the new version of the E10 will significantly undercut models such as the Lotus 3-Eleven and Caterham Seven 620R, for which its power-to-weight ratio will be a match.

supplied by Getrag, but it is currently rated for engines with peak torque of 332lb ft, so it would need some modification.

Ford's performance targets for the super-heated RS will be to make it quicker over the benchmark O-62mph sprint than the latest Mercedes-AMG A45 (4.2sec) and the Audi RS3 (4.3sec). The regular RS's claim (4.7sec) would suggest there's plenty to do to meet that target, but company insiders have confirmed that even the

standard car is much closer to Germany's big hitters when fitted with optional 19in forged wheels and Michelin Pilot Sport Cup 2 semi-slick tyres.

If the potential is there to make the Focus the first hot hatch since the 2010 Subaru Cosworth Impreza STI CS400 to break the 4.0sec 0-62mph barrier, expect Ford to seize it.

MATT SAUNDERS

Track ride in the new Ford Focus RS p36

## **New plans at VW**

VOLKSWAGEN BOSS Matthias Müller has set out five priorities for turning around the firm's fortunes.

The first two are to rectify those cars affected and to investigate how the installation of the so-called 'defeat device' became so widespread.

He then plans to introduce a new structure that gives the VW Group brands more independence. Müller's fourth priority is described as being "a

realignment of the group's culture and management behaviour".

Finally, he says VW is working on a new group strategy that focuses on qualitative growth rather than simply growing sales.

As a result of the €6.7 billion (£4.8bn) set aside to cover the costs of rectifying vehicles fitted with its defeat software, VW has reported an operating loss of €3.48bn (£2.5bn) for the third quarter of 2015.

Tester's Notes

# **Matt Prior**



ewards. It's half-term as I write, after all, so why not reward yourself with something, like a trip out in the car?

Well, 'why not' is because, in my experience, roads during half-term are filled with people driving at 35mph absolutely everywhere, regardless of the conditions and speed limit. But still, suggests an advertisement on the radio, you should go to places you wouldn't otherwise bother with.

It's an advert for Sainsbury's, which is offering 10 times the usual number of reward points on its loyalty card – 10 instead of one – for every litre of fuel that you buy.

And so, the advert has it (you can tell that I've been on the road a lot recently), there's a reason for you to invent journeys – to places that you'd never usually go to, ones that are bleedin' miles away, just so that you can fill your car with fuel and gain these valuable loyalty points.

### Roads during half-term are filled with people driving at 35mph absolutely everywhere

Now, look, I've absolutely no idea if the Sainsbury's loyalty card scheme is any better or any worse than any other supermarket's, and I'm damned sure I'm not going to look it up.

But what I do know – because I did look this up – is that if you put 50 litres of fuel in a car to gain 500 loyalty points, then they're worth £2.50 as in-store savings. Which is, I will admit, a recognisable saving on a tank of fuel, but rather a lot less than the £54 it would have cost you to fill the tank with petrol you didn't need if you hadn't decided to go to a zoo in a different region of the country in the first place.

Curious strategy, then. Although, if the advertisement instead said: "Fill up with fuel and you can have a free cup of coffee" – which is probably about £2.50 – "to keep you occupied while you sit behind somebody driving at 35mph absolutely everywhere", it would be the only place I'd ever fill a car.

#### **DOUBLE TROUBLE**

Another advert currently doing my nut is for Volvo, which has apparently noted the Brits' love affair with "double acts". Like "fish and chips", or "Morecambe and Wise".

Volvo says, then, that it has tuned the "steering and handling" of the current Volvo range specifically for UK roads. To make the Volvo range feel as British as – and here's the problem – "bacon and butty", or "Dec and Ant", which are not accepted terms for British double acts at all.

In other words, it has had a go but frankly has admitted misinterpreting British double acts entirely.

Which, if you've sampled the steering and handling of a Volvo V60 Polestar, will come as no surprise to you whatsoever.



matt.prior@autocar.co.uk







\*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £5,725.81 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Deposit contribution is on petrol models only. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 31st December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [10/2015]. Freepost \$KODA Financial Services. Model shown is \$KODA Yeti SE 1.2TSI 110PS with Metallic Paint. Total OTR price is £19.085. Metallic Paint. Total OTR price is £19,085

Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) - 53.3 (5.3), Extra Urban 50.4 (5.6) - 68.9 (4.1), Combined 44.8 (6.3) - 62.8 (4.5). CO<sub>2</sub> emissions for Yeti range are 147 - 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

A Week In Cars

# Steve Cropley



#### **MONDAY**

On an early flight to Tokyo for the biennial motor show, but first to take up an enticing offer from Nissan to try one of its autonomous driving prototypes. This boiled down to accompanying a test driver in a self-driving Leaf on a lightly trafficked 20-minute route across Tokyo Bay via a newly built bridge. It was highly instructive.

I didn't drive the car – no one did, although it was Nissan's engineer behind the wheel at all times. Several hacks returned from the experience pronouncing it "amazing", but that seemed entirely the wrong description. The point was that it felt eerily normal, like going for a spin with a capable but disciplined and pedantic older driver who obeyed every speed limit to the letter and was never tempted to 'take a line' through a corner.

Nissan engineers see three levels of hands-off autonomy, but only the third (which they will offer from 2020) requires less than the driver's full attention to the road. I can see a clear case for the first two levels, but I'm doubtful that our legal system could cope with a driver abandoning

### I haven't cared much for autonomous driving, but on this evidence it has a big future

responsibility for control of his car to the machine itself.

I haven't cared much about autonomous driving in the past, but on this evidence it has a big place in our future. It suffers, however, from having a boring name. If it were called Turbo-Steer or Hyper-Drive, we'd take more notice.

#### **WEDNESDAY AM**

Mazda's amazing early-doors reveal of its RX-Vision, a superb new rotary sports car, reminded me of Porsche's king-hit at Geneva five years ago with its 918 Spyder, whose opening press day launch was so huge that it seemed nothing else would be able match it. Nothing did. Luckily in Tokyo there were half a dozen models of similar significance. I especially liked Nissan's IDS Concept, the so-called 'new Leaf', and of course Yamaha's Sports Ride, fully engineered in Guildford by Gordon Murray. It was a vintage show, especially impressive because everything important seemed to be feasible and fully engineered. Part of our job is to provide oxygen to promising unfinished projects, but it's

Carlos Ghosn spoke convincingly

on EVs and autonomous driving

special fun if you're convinced the new car can work.

#### **WEDNESDAY PM**

Mesmerising speech by Renault-Nissan CEO Carlos Ghosn, as he explained the alliance's approach to this motor show's favourite subjects: electrification and self-driving cars. No doubt Ghosn has great speech writers, but his clarity and emphasis make listening to him a privilege.

It struck me that in a former garden of tall poppies – including Ford's Alan Mulally, Volkswagen's Martin Winterkorn and GM's Rick Wagoner – he's the last man standing. Fiat-Chrysler's Sergio Marchionne is still in there fighting, but his 'tallness' is

reduced by an apparent desire to merge with anyone who'll have him.

#### **FRIDAY**

Back in the Smoke to hear an amusing tale of car selling from Mr Editorial Director Holder, whose other half is buying a new car. Setting out to sell the outgoing late-2000s Ford C-Max via local classifieds, Holder looked up the average online price of cars like theirs, added a bit for low miles and conscientious ownership, and settled down to await calls.

It's important at this point to understand that Our Jim holds equal responsibility for Autocar and our sister title, What Car?, whose advice to those buying used cars privately is to research the online offer prices of similar cars, then go in 10% lower. The Holder phone duly rang and a local lady, cash in hand, soon expressed keenness to buy the C-Max. But she was unmoved by the premium, instead offering the average minus 10% - and citing What Car? as the reason. There was some haggling, but the transaction concluded close to her price. Now JH is in two minds: a little poorer than he expected, but reassured that his advice clearly works.

#### And another thing...

First go for ages in our Twingo, which didn't do it for me last time. This time it seemed to float over bumps, almost like a Renault from the 'funny French' (read: 'good old') days. Made me want to drive it more.



steve.cropley@autocar.co.uk





he Q30 is a new upmarket hatchback from Nissan's premium brand, Infiniti, and a model the manufacturer is hoping will continue its growing sales momentum in the UK.

The five-door Q30 is slightly longer, wider and taller than the Mercedes-Benz A-Class, with which it shares some of its platform. Infiniti's pricing puts the Q30 up against some strong premium competition, including the Audi A3, BMW 1 Series and the aforementioned A-Class.

A choice of four engines will eventually be offered: 1.5 and 2.1-litre diesels and turbocharged 1.6 and 2.0-litre petrol units. These will be paired with five trim levels, although only an entry-level SE and, at the other end of the spectrum, an equipment-laden City Black Edition will be available at launch. Fourwheel drive and a seven-speed dual-clutch automatic transmission are both available as options.

Our Q30 test car is aimed at rangetopping rivals. Its 168bhp 2.1-litre diesel engine, all-wheel drive system and auto 'box offer a powertrain comparable with that of the higher-powered A3 2.0 TDI quattro S tronic and the A220d 4Matic DCT.

If you've had any experience of an A220d, you're likely to notice similarities from the points of view of performance, refinement and interior touches. The 2.1-litre diesel pulls from usefully low revs and the dual-clutch 'box selects gears fairly intuitively when left to its own devices. Manual paddle changes aren't the sharpest, though, even with the gearbox set to Sport.

Push hard and you'll know about it, with a pronounced diesel grumble towards 3000rpm and some vibration through the steering wheel and pedals. At motorway speeds, the standard 18in wheels kick up a fair bit of road roar and there is noticeable wind noise around the A-pillars and front side windows, although the engine settles at cruising speed.

Where the Q30 trumps the A-Class is on ride quality. Infiniti's engineers apparently investigated more than

50 damper settings and spent time making sure lighter and heavier engines in the range got bespoke settings to achieve a decent level of comfort across the line-up.

Sure, the largest, sharpest potholes still cause some shudder through the body but, for the most part, the Q30's dampers and standard high-profile tyres manage to get it across broken surfaces without unsettling those Infiniti's pricing puts it up against some strong premium competition, such as the A-Class and A3







Perceived quality is good for the most part and there is an appealing roster of equipment on mid-range Premium Tech, but sat-nav is £1400 extra





You get a decent-sized, square-shaped boot with good access, but the rear seats are short on leg room for adults and three abreast feels tight

on board. The only grumble is the amount of thumping heard in the cabin as it does so.

The Q30 can't claim to mix with the dynamic leaders of the class. There's decent grip and up to 50% of the power can be sent to the rear axle should the front wheels wash wide or lose traction. Infiniti has also crafted an evenly weighted, if rather heavy, steering system. However, front-end responses never feel sharp and are dulled further by those high-profile tyres, while the Q30's body tends to lean further than the class's most agile occupants in corners.

Inside, there's good space for two tall adults in the front and plenty of adjustment for the driver. The rear is far less roomy, forcing adult knees into the backrests in front and causing a middle passenger to contend with little shoulder and foot space. Adults will find the sides of their heads touching the protruding ceiling above the rear window, which tapers to quite a claustrophobic depth.

Boot space rivals the class best, though, and living with its square shape and decent access will be no chore. It's a shame that there's no adjustable floor and that the underfloor space is limited. Overall, though, this is one of the Q30's best interior assets.

In part, interior quality deserves praise, too. The upper sections of the dashboard, the door cards and the dash and door trim inlays are soft to the touch and the metallic bits suitably stout. However, the plastics further down the dash and centre console are less convincing.

Infiniti's infotainment system is hard to get excited about, too. The standard 7.0in colour touchscreen can also be controlled using a rotary dial and shortcut buttons between the front seats, and DAB radio, Bluetooth and voice control feature on every model. Screen graphics look sharp, but the system lacks the responsiveness or latest connectivity apps of its best rivals. What's more, the clunky sat-nav is a £1400 option, even on mid-range Premium Tech.

Still, Premium Tech trim does include features such as leather seats, climate control, keyless entry, a rear-view camera, two USB ports and, like all Q30s, city braking technology as standard.

There's far more reason to consider a Q30 over its competition than there has been with any other Infiniti to date. Its cabin feels largely high in quality, there's a good level of equipment and, although we're unable to confirm how it behaves on UK roads yet, the Q30 appears to have a reasonably comfortable ride,

Infiniti buyers are often after something with distinct style outside the staple German brands, and compared with the A220d AMG Line 4Matic DCT, there are genuine reasons why you might throw your hard-earned at this Q30 instead.

Even so, it's hard to ignore the fact that an equivalent A3 Sportback 2.0 TDI is around £2500 cheaper to buy, considerably faster, just as clean and fuel efficient and better equipped, as well as feeling higher in quality inside and more engaging and refined to drive.

**RORY WHITE** 



#### **INFINITI Q30 2.2D PREMIUM TECH AWD DCT**

The most convincing Infiniti model so far, but still not a challenger to the best in this premium class



Price £31 180 Engine 4 cyls, 2143cc, diesel 168bhp at 3400-4000rpm Power 258lb ft at 1400-3400rpm **Torque** 0-60mnh 8.5sec Top speed 134mph 1598kg Kerb weight Gearbox 7-spd dual-clutch automatic 57.7mpg (combined) **Economy** CO2/tax band 127g/km, 23%



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#### Renault Clio Play 1.2 16V 75 representative example

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The official fuel consumption figures in mpg (I/100km) for the Renault Clio Play 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official  $CO_2$  emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and  $CO_2$  may vary according to driving styles, road conditions and other factors.

Finance provided by Renault Finance, PO Box 149, Watford, WD17 1FJ. Subject to status and availability, Indemnities may be required. UK resident (exc. Channel Islands), Over 18s. Terms and Conditions apply. Participating dealers only. Offer based on 6000 miles per annum. Excess mileage of 8p per mile inc. VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered by 31 December 2015. Clio shown has optional Flame Red Renault i.d metallic paint available at an additional £595.



# Honda FCV Clarity

27.10.15, Japan Honda advances the cause of fuel cell vehicles with its second-generation effort

n the wake of the arrival of the Toyota Mirai hydrogen fuel cell car, Honda has launched this, the FCV Clarity. To date, the company's fuel cell vehicles, much praised for their technical innovation, have been available to only a select few. Honda made just 72 examples of the FCX Clarity, its last effort, for example.

However, the firm has far higher hopes for the new FCV Clarity, which, it says, will be made in "much greater numbers". It regards the FCV as a stepping stone to its first mass-produced fuel cell vehicle, currently in development and due in 2020.

As with the FCX, the FCV Clarity sits on a bespoke platform but gets two hydrogen tanks instead of one, each of them storing the fuel at a higher pressure (700bar instead of 350). This, says Honda's engineers, addresses the single biggest concern of owners of the FCX Clarity: range. The FCX managed 240 miles in the US test cycle, but Honda says the FCV Clarity can crack 300 on the same standard and should do north of 400 in many real-world situations.

At the heart of the FCV is a new fuel cell stack that's a third smaller than before and, astonishingly, 90% cheaper to produce. The more compact package has allowed Honda to move it away from the transmission tunnel area, to under the bonnet. That frees up cabin space, allowing the FCV Clarity to seat five.

Honda hasn't announced a European on-sale date, let alone a price, but around 200 examples will be leased in Japan next year. The nominal figure for the car is 7.66 million yen, or around £42,000, but that will simply be divided by the length of the lease. A 48-month deal, as was common with the few FCX Clarity cars that were leased, should cost around £875 per month in Japan.

As with most fuel cell vehicles, the FCV Clarity is straightforward to use. You select Drive and ease away in near-silence. The only sound you're likely to hear – should you not be doing a sufficient rate of knots to create road noise – is what sounds like a faint gurgling from under the bonnet. For the most part, though,

there's no real mechanical noise to speak of. Think of it as an EV that doesn't need plugging in.

Our test route was a short loop at Honda's Tochigi R&D centre. The company has yet to issue any official performance figures, but the FCV is set up for cruising comfort instead of out-and-out performance or agility.

The fuel cell has a nominal output of 134bhp, which is enough for brisk acceleration, even up to a motorway cruising speed. Once there, it's like a reasonably refined executive saloon, although we had no chance to throw it at anything like a sharp corner.

Honda has had to strike a balance between giving the cabin a high-tech look and making it suitable for everyday use. The result looks to be a fair compromise. There's a central infotainment screen in the neat dashboard, and the centre console extends out towards the area between the front seats, with gear selector buttons above it and a storage area below. The rear cabin isn't the most spacious for a car of this size, but three adults could squeeze

in together for a reasonable journey.

Honda hasn't issued any boot capacity figures. Engineers say you can fit three sets of golf clubs in there, and that's probably true. However, sliding a wider, flatter suitcase over the top of the step in the boot floor could prove more of a challenge.

The FCV really is a step towards the mass production of fuel cell cars, and Honda knows it has to prove that its technology is every bit as worthy of general public use as a Mirai or Hyundai's ix35. Pricing could be another matter – and that's before you decide whether the fledgling infrastructure is enough to support any journey you may want to tackle.

However, it's early days for fuel cell vehicles, and with the Mirai and this FCV Clarity, it really does seem like a generational leap is being made.

JOHN McILROY

#### HONDA FCV CLARITY

Refined cruiser with everyday usability; pricing and limited infrastructure count against it



£42,000 (est) Price Occupants 435 miles (approx) Range per full tank H<sub>2</sub> refuelling time 3min (approx) Over 100kW Max fuel cell output Max motor output 130kW Fuel stack output density 3.1kW/L3 Max H<sub>2</sub> tank pressure 700bar **Energy storage method** Lithium ion battery





You get a mix of high-tech looks and sensible practicality inside; fuel cell stack is small enough to be located beneath the bonnet



When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground,

Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.

Release your inner racer and discover the **MICHELIN** high performance tyre range at: www.michelin.co.uk



the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.







e once described the standard Audi S8's potency as inhabiting the realms of lunacy, because, with 513bhp, it's no sloth. However, that wasn't enough for the engineers at Ingolstadt, so they've produced this uprated Plus version with 597bhp and 516lb ft of torque, or 553lb ft on overboost. Capable of hitting 62mph from rest in just 3.8sec, the S8 Plus can now lay claim to the title of fastest-accelerating limo you can buy.

The upgrades have been achieved by remapping the engine to increase boost pressure and stretching the rev limiter by 200rpm. To handle the extra stress, the internals have been beefed up and stronger head gaskets and modified exhaust valves fitted.

Fundamentally, the drivetrain remains the same. The engine's mighty output is distributed to all four wheels through an eight-speed automatic gearbox. From there, and under normal circumstances, a central differential sends 40% of the drive to the front axle and 60% to the

rear, where it's divided once more by an electronic limited-slip diff. If needs be, up to 100% of the drive can go to the rear wheels.

Since the standard S8 has been known to cook its brakes when driven hard, we'd opt for the Dynamic Pack. This includes fade-resisting 19in carbon-ceramic brake discs and swaps the 155mph limiter for one that pegs things at 189mph instead.

The S8 Plus serves up brutal acceleration accompanied by a gloriously deep baritone rumble from its quad tailpipes, which, for car spotters, are painted black instead of the standard S8's chrome.

Audi engineers say the S8 Plus should crack 200mph with no limiter and they've only governed it because of the tyres (or to spare the blushes of the Bentley Flying Spur?). Judging by the phenomenal rate at which the S8 Plus keeps pulling, even when it's already at very high speeds on a derestricted autobahn, there's no reason to doubt his claim.

In such situations, Dynamic

mode works best. It stiffens the suspension and helps to keep the big Audi planted, even as you motor past trundling HGVs. It also weights up the 'dynamic' steering, which otherwise feels a bit insubstantial.

Our test route didn't take in many twisty roads, but preliminary analysis indicates that, for its size, the S8 is pretty wieldy. Traction is epic and it manages to resist rolling too much on its uprated air springs, even when you pile on more cornering speeds and lateral forces.

However, all of this agility isn't at the expense of the S8's primary function – namely, being a cosseting chariot for the well heeled. Yes, there are smoother-riding rivals, but switch to the softer Comfort mode and the S8 floats along without much fuss, even on the standard 21in rims.

Whether it's because of the trick noise-cancelling software, or layers of old-school sound deadening, but road and wind noise are never startling, even at three-figure speeds.

If you've had a particularly

stressful day, you can ensconce yourself in the big, quilted leather seats, with their contrasting red piping and stitching. You may choose to unwind further with the massage feature or maybe fire up the Bang & Olufsen stereo, both of which are on the options list. Whatever your pleasure, you'll enjoy one of the most solidly built interiors money can buy.

You may think this car is pointless and just a bit bonkers, but it made me smile – a lot. If you're in the fortunate position of being able to afford one, then go ahead and buy it. Don't baulk at the £16,000 premium over the standard S8. Next to the pricier and slower Mercedes-AMG S63, the S8 Plus is a bargain.

JOHN HOWELL

#### **AUDI S8 PLUS**

The fastest limo in town is worth its premium; it's brutally quick but cossets you when you want it to



Price	£97,700
Engine	V8, 3993cc,
	twin-turbo, petrol
Power	597bhp at 6100rpm
Torque	516lb ft at 2500rpm
	(553lb ft on overboost)
Kerb weight	2065kg
Gearbox	8-spd automatic
0-62mph	3.8sec
Top speed	189mph (with Dynamic Pack)
Economy	28.2mpg (combined)
CO2/tax band	231a/km, 37%





Cabin is well equipped, remains quiet at speed and feels solid; traction is excellent and the car gains pace with eye-opening vigour

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his is the most powerful production Cadillac to date. It packs a 640bhp supercharged V8, is claimed to be capable of 0-62mph in 3.7sec and can knock on the door of 200mph.

Cadillac has done more than just shoehorn a stonking engine into an unassuming saloon and leave it at that, though. Compared with the standard CTS, the CTS-V benefits from a significant reworking.

Performance-focused upgrades include a stiffer structure, wider front and rear tracks, recalibrated steering, substantial Brembo brakes and bespoke Michelin tyres. An eight-speed, paddle-shift automatic gearbox channels drive to the rear, while an electronically controlled limited-slip differential distributes torque between the wheels.

At a shade over £75,000, the CTS-V faces some stiff competition. For similar money, you could have a BMW M5 or a Mercedes-AMG E63 – and let's not forget that other GM-forged sledgehammer, the £53,000 Vauxhall VXR8 GTS.

Cadillac says the supercharged 6.2-litre V8 in the CTS-V is the most responsive engine it has tested on its dynos, reputedly delivering torque faster than a Ferrari 458 Italia's V8.

It might not be mistaken. Tap the accelerator and the CTS-V snaps forward, its engine bellowing and leaping towards its 6600rpm limiter. Hit 120mph, which takes no time at all, and it'll continue accelerating at a seemingly relentless rate.

The eight-speed automatic isn't as quick to shift as European offerings, particularly when directed via the wheel-mounted paddles, but it rarely annoys. Putting the power down is no chore, either, with the LSD, wide Michelins and electronically adjustable Magnetic Ride Control suspension delivering plenty of traction when you want it.

Your enjoyment won't completely cease the first time you strike a corner, either. With the drive mode selector in Track or Sport settings, the big Cadillac's steering is fast and accurate, while roll is minimal. The CTS-V's body control isn't as fine

as its rivals, however; it jostles over bumps and cracks. This, and some kickback through the wheel, takes the shine off the Cadillac's highperformance credentials. The car's ride quality isn't bad, but it's certainly stiff as opposed to supple.

Brake response is disappointing. The pedal is wooden and lacks feel, blunting your willingness to attack the road ahead. That said, thanks to the car's muscular rear-drive nature and vocal engine, you don't have to be going fast to have a lot of fun.

The interior still lags behind European offerings, mainly in terms of material quality. It's spacious, comfortable and well equipped, though, and features such as the customisable 12.3in digital instrument panel bring some class.

If you're one of the handful who might consider buying a distinctive, left-hand-drive super-saloon, the CTS-V should be on your shopping list. It's fast, comfortable and turns heads like little else in its class. There's fine engineering here, too, that adds extra depth to its appeal.

Sure, the interior leaves a lot to be desired, particularly alongside the likes of an M5, and the transmission and brakes could be improved. However, the CTS-V is more rewarding than many rivals when driven at sensible speeds. This low-speed involvement and entertainment bolsters its charm. It may not be the most dynamically capable, but its feel-good factor is difficult to beat.

When the CTS-V goes on sale in Europe early next year, you'll be able to order one from Cadillac's sole UK dealership. It'll still be left-hand drive, but it'll be in UK spec and come with a three-year, 60,000-mile warranty. A chain of service points will be established, too, so servicing shouldn't be too problematic.

LEWIS KINGSTON

#### CADILLAC CTS-V

Supercharged, high-performance Caddy has its flaws, but you'll be having too much fun to care







Large, 12.3in digital instrument panel flatters an otherwise disappointing interior; rear-drive CTS-V shines at sensible speeds

Price	£75,255
Engine	V8, 6126cc,
	supercharged, petrol
Power	640bhp at 6400rpm
Torque	631lb ft at 3600rpm
Kerb weight	1950kg
Gearbox	8-spd automatic
0-62mp	3.7sec
Top speed	199mph
Economy	21.7mpg (combined)
CO2/tax band	298g/km, 37%





The new Ford Focus RS offers 345bhp and four-wheel drive for £28,940. Will it be another legend? **Matt Saunders** rides shotgun to get some answers



### How Ford's trick 4WD system works

TYRONE JOHNSON, vehicle engineering manager of Ford Performance and the man charged with developing the new Ford Focus RS, fires back an instant reply. "My first day on the project, at 8am. I already knew." The question? "How long did it take you to decide the new Focus RS would have all-wheel drive?"

Why such determination? "A couple of things," he explains. "We'd done the Focus RS500, and I didn't want to do the same thing again."

The second reason is even easier to understand: "For me, there have been two ultimate cars. One is the Ford RS200 and the other the Porsche 959. The whole Group B era was just awesome. I wanted to do a proper all-wheel-drive car."

The earlier Escort RS Cosworth was underpinned by an all-wheel-drive chassis derived from the even earlier Sierra Sapphire Cosworth, but no such option was available for its successor, the first-generation Focus RS.

The second generation, and now the third, are based on Ford's C platform, shared with, among others, the Kuga. "Without that, this car could not have been all-wheel drive," says Johnson unequivocally. So, with a floorpan able to accept all-wheel drive available, the main challenge was finding a suitable system.

"We tried the traditional Haldex system but were disappointed with the dynamics," he says. "We needed precise feel and quick reaction, to

worked my ass off to make it do that," says the man to my left. 'It' is the hot hatch of the moment, the brand-new Ford Focus RS. And the man talking about it – driving it typically enthusiastically – is David Put, vehicle dynamics specialist of Ford of Europe.

The grinning Belgian has done a big chunk of the dynamic tuning of the new RS, and right now he's flicking the car around the damp curves of the legendary 'Track 7' handling circuit at Ford's Lommel proving ground. It looks like fun – a lot of fun, actually. And even to me in the passenger seat, it's obvious that Put is demonstrating a particular handling trait that stands to distinguish the Ford from its front-drive and four-wheel-drive rivals.

The car is cornering flat and fast, pulling with proper sports car pace down the short straights and sounding all growly and interesting. That much you don't have to be in the driver's seat to tell. But watching Put's measured inputs carefully (which is quite easy to do with smooth, fast, professional drivers like him) you can see – and feel – exactly what he's so chuffed with.

The car's initial handling response and lateral grip levels look every bit as considerable as you'd expect of a proper RS. Put isn't having to do much at all to get the front wheels running towards apex after apex. But it's what happens mid-corner, as he begins to feed power back in, that really surprises. There's a small but perceptible nudge from the outside rear wheel - a friendly little tweak of not just traction but also handling impetus, making the car both speed up and turn in at the same time, just as a thoroughbred rear-driver might. Where other all-paw hatches would be beginning to lose their poise, bothering their ESP and running wide as the transmission sends drive first to the harderworking front wheels, the Focus stays neutral. And then it begins to blend into power-on oversteer, as Put unwinds the steering angle and applies a delicate correction.

Four-wheel-drive hot hatchbacks just don't do that – not in this tester's experience. You can chuck a Volkswagen Golf R or a Mercedes-Benz A45 AMG into a transient slide by unloading the rear axle, but what happens when you come →

This is a four-wheel-drive hot hatch that you can throttle steer like a proper rear-driver





Front driveshafts Not the ones from the

Focus ST but instead the heavier-duty alternatives from the torquiest Focus diesels.

give the driver a feeling that he's in control of the car all the way, not arriving at 90% of the limit and then going straight into understeer."

A second prototype was built to test a new system designed by GKN Driveline, working via multiple clutch packs instead of a differential. The technology has already appeared in the Range Rover Evoque, aimed at improving driveline efficiency when cruising without diminishing capability. Ford's needs were quite different, though. Yes, the RS would benefit from improved efficiency by reverting to front-wheel drive when cruising, but when the action got hotter, it would need to be robust enough to push the Focus into WRC-style drifts, even on grippy, dry surfaces.

In true Ford RS style, the car has been equipped with a six-speed manual gearbox. "We did things like upgrade the clutches, changed the housing completely to fit the Focus package and increased the clutch pressure levels to increase friction," says Johnson.

The clutch packs do several things. When both are open and transmitting no torque, the car becomes front-wheel drive. When cornering with all-wheel drive active, the inside wheel pack can be allowed to slip to give a differential effect. Apply equal pressure to both clutches and the effect is the same as that given by a conventional limited-slip differential. They can also be used in conjunction with individually applied brakes to 'vector' torque. The system inevitably confers a weight penalty over front-wheel drive, but Johnson won't say how much, only that "it does add some weight, but not as much as originally expected. We're not talking dozens of kilos here." **JESSE CROSSE** 

#### Electronic management

Has selectable Normal, Sport, Track and Drift modes, as well as a proper ESC off mode. Monitors steering, throttle, engine revs, power and torque, lateral and longitudinal acceleration, wheel speeds and yaw rate 100 times a second.

Ford's Dynamic Torque Vectoring system uses the brakes to apply either short bursts or longer and more gentle braking pressure to an inside wheel to force power to the loaded outside one. Has a key role in Drift mode, forcing drive back to the inside front wheel, resisting understeer.













### NEXEN TYRE

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# The emphasis was on delivering the car to market for an outstanding price as much as anything

← back onto the pedal tends to be all very boring and predictable. This – it would seem from the passenger seat and judging by both the satisfied smile on the driver's face and what the seat of my pants is telling me – is a four-wheel-drive performance hatch that you can accelerate into a powerslide – can throttle steer, in other words, like a proper rear-driver. Praise be.

My need to drive the new Focus RS only gets more urgent after that revelation, but it isn't going to be addressed today. We're here for an advanced passenger-seat preview only and an up-close-and-personal review of the engineering effort that has gone into one of the most eagerly anticipated affordable driver's cars of the past few years. Knowledge of its engineering only gets more appetite-whetting the deeper you forage. Among the earliest things to be announced about this new hot Focus was that it'd have four-wheel drive - just like its 1990s forebear, the Escort Cosworth. That was among the very first decisions taken by the Ford Performance engineering team, and you can read all about the pioneering technology behind the drive system in a separate story on p38-39.

We knew back at the Geneva show in March this year that the four-wheel drive system would have a Drift mode and that it would therefore have to be something inherently more trick than the Haldex-coupled norm. We also knew the RS would develop a formidable-sounding 345bhp.

What wasn't known was that Ford's prototypes weren't quite making that much power back then. The target has been achieved since, of course. But using Ford's 2.3-litre Ecoboost Mustang engine as a basis, it has taken a whole new Cosworth-milled cylinder head and gasket, new cylinder liners, new induction and exhaust systems, a completely new twin-scroll turbocharger and the largest radiator that could be squeezed into the front of the Focus's engine bay to achieve it.

Ford freely admits that its emphasis was on delivering the car to market for an outstanding price as much as anything – and that some opportunities for saving weight have been passed up. So the car weighs a hefty 1599kg wet, including the EU's mandatory 75kg for driver and luggage. The four-wheel drive system contributes an undisclosed amount of mass compared with front

drive. A dual-clutch automatic gearbox would have brought the 0-62mph sprint down a bit from where it currently sits (4.7sec), but would also have added another 30kg on its own – not to mention four figures to the asking price. Besides which, if you option the 19in forged wheels and Michelin Pilot Sport Cup 2 tyres on the car, it's considerably faster-accelerating than the manufacturer's claim.

The four-wheel drive system forced a switch to a different C1 platform rear subframe, which was originally developed some years ago for Volvo. But to deliver the rigidity required to handle the forces put through the rear end of the Focus, it has been braced against the body-in-white in three separate directions on each side.

Above that, the car's body structure itself has also been reinforced. If you could lift the boot lining, you'd see a thick band of steel designed into the sheet metal, running between the rear suspension towers, that Ford has christened a lion's foot. Local torsional stiffness has been increased by as much as 200% in all.

The RS has four drive modes, ranging from Normal at the tame end of the dynamic →





← spectrum to Drift at the wilder end. As Put cycles through them, I can feel the dual-rate Tenneco dampers firming up, the ride having started out firmer than, say, a Golf R's, but entirely possible to

firmer than, say, a Golf R's, but entirely possible to live with. It ends up probably too firm for British B-roads but perfect for a smooth, low-kerbed track.

Although the RS runs with more negative camber on its front axle than the Focus ST, and with 30% stiffer springs, its overall ride height is about the same. Its power steering is slightly quicker overall than the ST's, says Put, but they've junked the variable ratio of the ST for a more predictable fixed one.

"With the handling effect of the four-wheel drive system, you just don't need that extra help to get the car turned in," explains Put.

From the passenger seat, it's impossible to be certain about exactly how crisp that turn-in really is and how much adjusting of the RS's cornering line can be done with your right foot – but it certainly seems to change quite a lot from mode to mode. In Track mode, Put is using no corrective lock at all, but he's also not afraid to open the taps



on the engine's overboosted 347lb ft of torque long before he has taken the lateral cornering load out of the tyres – and he doesn't seem to be contending with any limiting understeer at all. Later, back in Drift mode, he shows the potential for prolonged powerslides around the consistent radius of a steering pad. It's quite something to experience – not quite donut after lock-stop-hitting donut but equally, I suspect, something much more akin to the controllability and rear-drive feeling you get from an Audi R8 than an RS3.

The impression in my head as I climb out of the car is one of what, I'm confident enough to predict, must be a remarkable-handling and involving hot hatch, one of Ford's greatest yet. That, and the outline of five digits and a symbol, lingering like the halo of a bright light scorched onto your retinas: £28,940. Less than a Honda Civic Type R, less than a Golf R, less than a BMW M135i – all of them far less powerful and, on this very limited experience, less dynamically talented. It's 1600 confirmed UK orders and counting, folks. Let the stampede commence.



Later, in Drift mode, Put shows the potential for prolonged powerslides on a steering pad





## FORMER GLORIES

Before the latest Focus RS came two cars of serious calibre that went about their craft in very different ways. Matt Prior torque steers down memory lane

PHOTOGRAPHY LUC LACEY



magine the luxury. Pre-'One Ford', before the age of austerity, imagine being in a position to not only develop a hatchback just for Europe but also decide that, when you want a hot version of it, you'll pull it away from the production line for finishing, in expensive fashion.

Thus was the 2002 Mk1 Ford Focus RS: unique bodywork, a limited-slip differential, carbonfibre added to the interior and a tasty turbocharged engine. Someone signed off the prospect of building 4501 of them and selling them at the remarkably low price of £19,995, which seems too good to be true now. For Ford's



bottom line, it was quite bad, but it did revive the RS brand to considerable effect.

The Mk1 Focus RS wasn't universally loved at launch, though. Some thought its uncompromising nature - and it was uncompromising - harmed it as a driver's car. I remember driving one on the Cat and Fiddle road at its launch and, midhairpin, applying more power. The Quaife limited-slip diff would hook up and pull the front wheels into the corner - a remarkably unusual thing for a front-driver. There was more torque steer than in practically anything but a front-wheel-drive racing car,





← and it didn't please everyone. Not just the accountants were miffed.

It was no surprise, then, that when the Mk2 Focus RS came around in 2009, things were a bit different. Ford wanted to make 8000 of them over two years and, crucially, make some money out of them. More than 4000 came to the UK alone, priced from at least £26,995, so it made money, despite the fact that it felt fairly well removed from the standard Focus. Mechanically, it wasn't, though - not by as much as the first one, at least. Sure, it had fattened arches and a limited-slip diff, but it rolled down the same production line as the regular Focus, which makes a huge difference to the production cost.

That meant Ford could afford to be a little liberal with some of the hardware, so it gave the RS RevoKnuckle suspension on the front struts, to cut the torque steer that would come with 301bhp and 325lb ft.

RevoKnuckle is a different name for a similar system that Renault and Vauxhall use and it's worth going over it again. In a normal strut, the whole shebang pivots around the spring strut itself. Which is fine but, when you consider how much torque steer the 212bhp, 229lb ft Mk1 Focus

gave you, you can imagine what the Mk2 would be like.

Without a limited-slip diff, some full-throttle energy just scrabbles away into the ground. With an LSD, though, both tyres are hunting for grip and finding it, tugging the steering this way and that while they're doing it. That's where a RevoKnuckle/dual-axis strut comes in. It's an extra knuckle, closer to the wheel's centre line than the strut, about which the wheel pivots instead of at the strut. That reduces the radius about which the wheel rotates and, in turn, reduces the amount of force the wheel can exert on the steering. It sounds more complicated than it is; the shortened distance is like pushing near the hinge of a door rather than at the handle. The same force moves the door less.

It still moves it a bit, so the Mk2 torque steered, but that wasn't the worst of it. We ran one for 12 months and about 15,000 miles, during which it got through three sets of front tyres. We gave it the beans quite a lot, I suppose. But still, that was the disadvantage of the amount of power and torque it had to deliver. But what a powerplant it had to deliver it.

The first two RSs reflect the state







of the automotive business at the time. The early 2000s were freer, so a halo model could afford to have a holed business case. The second RS couldn't, but it did take advantage of the fact that until 2009 Ford had owned Volvo, whose 2.5-litre five-cylinder engine the ST and RS had developed. And it was a humdinger.

Today's One Ford RS will reflect today's car market, too. It'll be sold everywhere and get by with a 2.3-litre four-cylinder engine. But because global ambitions mean Ford has a platform that can accept four-wheel drive, its engineers figure it might as well use it. So no five-pot, no trick front suspension, but four-wheel drive. Swings and, indeed, roundabouts.

The imminent arrival of the new car was also a good enough reason to wheel out the old stagers and see how they stack up today.

When it comes to the Mk1, I can understand those who thought it was too much – that it tugged too much, was too unruly – but I'm willing to forgive it everything today, because now it feels rare and unusual. And where it engaged then, it still does now. The ride is firm, the responses brutal. There's a touch of turbo lag, it has a deliberate five-speed 'box and it bruises its way down the road. It was

like nothing else available at the time, which helps to cement its place as a classic car now.

The Mk1 is not a car you'd wilfully hop into at the end of a long working day and drive three hours home in the pouring rain, yet the Mk2 RS is just that sort of big-hearted car. It rides well, it has big, comfortable seats and, yeah, although the interior is feeling its age a bit, it has all the right luxuries and will hold a cosy inside temperature and a clear windscreen and settle into a refined cruise.

Don't think that it isn't a sporting hatch at heart, though. Thanks to its trick suspension and better tyres, it feels almost as agile as the first car and is better behaved. It'll still tuck its nose in if you lift on the way into a corner and unsettle the rear, and it will find more traction than you'd credit, given the power. It feels far more than an 'ST Plus' - Ford's lesserpowered hot hatch also used the 2.5 turbo, remember – but the intrinsic Focus character is intact, just as it was the first time around. The RS just enhanced it, muscled it, added serious ground-covering pace and engagement to traditional (by which I mean good) Ford dynamics. Another one of those and we'll have yet another future classic on our hands. A





# HOT OFF THE PRESS

The newly arrived 308 GTi aims to make Peugeot once more the headline act on the hot hatch stage. The Ford Focus ST, the current driver's favourite, stands in its way. **Nic Cackett** picks the winner

PHOTOGRAPHY STAN PAPIOR









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AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI S3.0TDI (ALL MODELS) » 315+ BHP
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MASERATI GHIBLI 3.0 DIESEL » 312 BHP MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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onsider this. In 1975, the Volkswagen Golf GTI developed 110bhp. In 2012, the latest Golf GTI was launched with 220bhp. Granted, the doubling of its output hasn't occurred at quite the same breakneck clip as Moore's law, which dictates a twofold increase in microchip performance every two years or so, but it is significant – not least because it's now a recurring theme in the hot hatch genre.

In 1987, the Peugeot 309 GTi developed 127bhp from its 1.9-litre petrol engine. Cut to 2015 and the new 308 GTi, its maker's latest attempt to re-enter the credible end of the segment, produces 266bhp from an even smaller four-pot unit. With the introduction of its latest Mountune kit, the Ford Focus ST we've chosen to test it against develops 271bhp. That's a massive 166bhp more than the Escort XR3i that Ford was punting to buyers in 1982 and almost 100bhp more than the Focus ST170 it produced in 2002.

Stand back from that inexorable rise to consider it for a moment and the naked grunt being dangled before us by mainstream manufacturers is ridiculously substantial. The original 2.7-litreengined Porsche Cayman, introduced only eight years ago, produced less power – and substantially less torque – than either the 308 or the Focus. And don't forget, neither is outrageously expensive, nor intended to live at the top of the range (an R and RS version respectively waiting in the wings). Both, instead, are still meant to do what the 309 and XR3i were built for in the 1980s – namely, stick it to the copper-bottomed reputation of the Golf GTI.

Thus, their snowballing total outputs are considered an imperative in the hot hatch arms race. The forthcoming Golf GTI Clubsport (a car for now quietly pushed under the rug by Volkswagen) will have 261bhp at all times and 287bhp available for short bursts. The Seat Leon Cupra is already destined to get 286bhp. Scandalised though it may be elsewhere, that won't prevent the mighty VW Aktiengesellschaft rumbling over rivals in this segment, where CO<sub>2</sub> emissions and range count for much less.

Peugeot has hardly made a secret of its →







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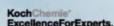












































# When the 308 GTi's engine comes on boost, the high-rev surge seems almost frenetic



Quicker line through a corner is the one the 308 takes





←intention to beat the Golf at its own game. The 308 GTi may be capable of 0-62mph in 6.0sec, but the manufacturer has balanced hard facts with cuddlier subjective terms. 'Usability', 'comfort' and 'subtlety' - in other words, the mortar that binds its rival's reputation together - have all been stressed in the build-up.

The exterior, then, even on extravagant alloy wheels, is rather subdued. So much so that early on the first day, oop'top moor, photographer Stan initially fails to distinguish the GTi from a stock 308 while snapping at a corner. "I didn't see you!" the aging maestro proclaims. Well, indeed. Save for the core sample-sized twin exhausts and a dip in ride height, you probably wouldn't know. The ST, familiar enough by now, is prettier because the Focus is prettier, and more noticeable because Ford hasn't yet built the hot hatch from which it couldn't launch a protuberant roof spoiler.

As ever, the innards are mostly better dressed carry-overs from the cooking model. Seats typically distinguish hot hatches, and each car here deploys two steroidal armchairs that offer the kind of lateral support you'd expect from a good beanbag. The ST gets loopy worry dials atop its dashboard (tick). The 308 gets loopy dials period (cross), its hampered instrument cluster hiccup made worse by the GTi's lower driving position. Its rear leg room remains below par, too. Still, the dash is solidly handsome and, in its detailing and sophistication, has much to teach the global (read Yankee) Focus about European cabin panache. Perhaps in return, Ford could show Peugeot the proper proportions for a hot hatch's steering wheel, the GTi's tiny hotel breakfast plate being an issue we're about to get onto.

Underneath, both owe their Cayman-baiting

power to the bluster of turbochargers, mounted to differently sized four-cylinder petrol engines. Neither is unfamiliar. Peugeot's twin-scroll blower is mated to the latest all-singing iteration of the decade-old 1.6-litre Prince unit, good for 243lb ft from 1900rpm. With a bigger intercooler and new engine map, the ST trumps that, its 2.0-litre Ecoboost motor now generating as much as 295lb ft on temporary overboost. That's more than you get from an all-wheel-drive Golf R. Mountune's tinkering doesn't get you a mechanical limitedslip diff, either, the Focus continuing to rely on its various electronic aids for traction. Oddly, since handing over its hot hatches to the motorsport department to tune, Peugeot has developed a new-found respect for the usefulness of a bit of torque-sensing hardware between the front wheels. Thus, the GTi gets the same limited-slip diff as previously fitted to the RCZR.

The Ecoboost is an easy engine to like. Not least because, from a centre-mounted exhaust, it drawls like John Wayne at Iwo Jima. Because there's a five-pot in its recent past, buyers have come to expect a little burble from their ST and (much like watching the Duke) it hardly matters now that it's mostly synthesised - particularly as the noise is accompanied by great sinewy gobbets of prolonged shove. Given the superabundance of twist at half mast, the experience is predominantly a linear one but never seems tepid or one-trick. The torque finds its way into the steering feel, no doubt Ford's RevoKnuckle seems a distant memory these days - but there's so much viscous resistance around the straight-ahead that the effect is stifled and mostly edgeless.

Instead, the lingering source of disgruntlement is the ST's unexpectedly spiky ride quality. This >



← has nothing to do with the £1195 Mountune pack. It's a symptom of the recent facelift and Ford's decision to get a little more uncompromising with the chassis's spring rates and bushes. Back to back, there's probably a modest improvement in the model's agility, but not to the extent where you'd forgive it for getting all prickly when the going gets British. Like the filler in a Fleetwood Mac album, however, it doesn't substantially detract from the warmly likeable, glossy whole. Response to the clay-like steering feel is always prompt and deft, with its purposeful change of direction neatly complementing a meaty, fat-footed sense of grip. The Ecoboost's delivery feeds into this bigshouldered presence, giving the ST's apparently easy-wrought polish just the right amount (namely, quite a lot) of deeply thrummy punch.

It's difficult to tap into the 308 GTi in a way that could be described as satisfying. Compared with the Focus's lusty heft, the Peugeot's steering seems extremely light and, because of the child-sized wheel, it's incredibly easy to over-egg or undercook with erroneous inputs. It is an inconsistent thing to shift off the line, the accelerator being about as resistant as a feather pillow (yet ultra-responsive with it) and mismatched to a clutch pedal endowed with way more travel than is surely necessary. The gearbox throw is needlessly long, too, and second engages with all the grace of a toddler hammering a square peg into a round hole.

There's more. Although the ST certainly

# Given more space, you'd almost certainly find the Focus's rear axle more playful than the 308's

doesn't ride spectacularly well, the car is cleverly deadened for sound. You tend to feel isolated despite jolts to your jowls and glutes. The 308, as promised, is much better playing sponge to the Peak District's haphazard topography on its more receptive dampers. Yet its low-speed compliance is a little undone by the car's flimsy attitude to noise suppression and the front axle's excitable, scrabbling attempts to transmit its climaxing twist. Consequently, while the GTi is probably no more susceptible to the vagaries of torque steer than the Focus, it often seems as though it is because the uncanny tremor at the steering through the first three gears makes its electric resistance seem even more ephemeral than to begin with.

So, for a good while – about half a day in my case – you end up lurching discontentedly about the place, turning the steering too much or not

enough, perpetually stuck somewhere between appreciating the ride and cursing its inability to keep the wheels firmly in check while nailing it. Which you do all the time because, no doubt about it, the 308 is fast. We'll break out the V-Box timing gear soon enough, I'm sure, but I'd be surprised if it's not a long nose in front of the ST – and head and shoulders brisker than a conventional Golf GTI.

The reason for this is twofold. Peugeot's smaller, whinier lump may be nowhere near as sonically pleasing as Ford's but it is quicker to spin up, and when it comes on boost, the high-rev surge seems almost frenetic after the ST's more measured build-up of crank speed. Its shove is all the more forceful because the 308 is so much lighter than the Focus – by as much as 200kg, if the spec sheets are to be believed. A mounting appreciation of that difference is the key to unlocking the GTi's appeal.





Make your peace with the steering and the finer points of the 308's wider, stiffer front axle are readily apparent. The turn-in is superior to the Ford's - flatter and sharper to the apex, and thanks, of course, to its Torsen diff, far keener to have you through it and back on the power. Under duress in fast corners, the quicker line is always the 308's, the portly ST unable to resist lumbering toward the verge at the same pace. With more space than is ever available in the Peak District, you'd almost certainly find the ST's rear axle the more playful (the Focus remains the doyen of the wet roundabout), but a big lift still causes the GTi's back end to pucker with more than enough balance to keep you interested.

Is it all enough to pip the ST at the finishing post? By the time I pull onto my driveway, the Peaks 250 miles behind, it very nearly is. The 308 would be cheaper to run, quicker over most ground, nicer inside and more comfortable. Nevertheless, for all the Ford's drawbacks - and the 308 eventually does a good job of highlighting most of them – the ST sports the look, noise, better-tuned control surfaces and flagrant barrel chest I tend to value in a household hot hatch. The Peugeot's lightness and outright speed, though, put it in good stead. If I wouldn't have it over the Focus, would I have it over a standard Golf GTI? A car with less power, less purpose and the same price tag? I think maybe I would. And that, from Peugeot's point of view, is the ultimate compliment.

### Audi A4

#### All-new saloon zeroes in on efficiency, technology and quality

MODEL TESTED 2.0 TDI 190 S line S tronic

Price £34,030 ● Power 187bhp ● Torque 295lb ft ● 0-60mph 8.4sec ● 30-70mph in fourth 8.3sec

● Fuel economy 44.8mpg ● CO<sub>2</sub> emissions 113g/km ● 70-0mph 52.4m

WE LIKE Competitive performance ■ Mechanical refinement ■ Perceived quality ■ Infotainment tech

fyou require a long introduction to the A4, please return this magazine to the dentist's pile and pick another to while away the wait. Something about golf, perhaps - although if you're partial to 18 holes, you'll probably be familiar with Audi's best-selling product. The A4 saloon, the estate-shaped Avant and the rebadged A5 coupé are virtually omnipresent in the car parks of the nation's clubhouses. The model, specifically the saloon, has not only been the firm's mainstay for more than four decades but is also one of the primary reasons why Audi has managed to force its way into a buyer





 Headlights' 'serrated' lower edges and arrowhead daytime running lights are both distinctive. Dipped beam, says Audi, is designed to look like an eye.



 Lower, wider and somewhat more chunky-looking than before, this new single-frame grille represents an otherwise formal-looking car's best attempt at boldness.



 Biggest wheels on the A4 are
 19in and 8.5in wide, offered only as part of S line trim. Adaptive sports suspension would have lowered the ride height even more.



 Audi's 'tornado' shoulder line, the company argues, is one of its more recognisable styling features. It's actually quite deeply recessed in the A4, for not-so-dramatic effect.

reckoning that previously included only BMW and Mercedes-Benz.

Its family name has changed since then. It was originally the Audi 80, a car that moved through four generations (each of them a showcase for the innovations that would later become common traits of the four rings) before it was superseded by the A4 in the mid-1990s. The brand didn't need all of the second two decades to shift five million examples.

Its huge success and instant familiarity have meant that Audi doesn't strain itself in straying far from the script. As you'll have



Predecessor to the Audi A4 was the 80

probably noticed, the new, fifthgeneration model pictured is a dead ringer for its predecessor, and the claims made for it – an increase in size, dynamism, efficiency, luxuriousness and technology – were all trumpeted the previous time around, too.

However, that does not make them insignificant. Much like Volkwagen's approach to the Golf (software code notwithstanding), Audi tends to be incredibly diligent with its endless strategy of improvement – and, as we are about to find out, there is a tremendous amount going on beneath the skin, not least the kind of weight loss that might just make good the engineers' long-standing promise to make the A4 more compelling to drive. Either way, the car will sell big. Find out over these eight pages if it deserves to.

#### **DESIGN AND ENGINEERING**

\*\*\*\*

Audi has conformed spectacularly to national stereotype with the new A4, giving us aerodynamic and material efficiency to the envy of all of its German compatriot manufacturers.

Using its new MLB Evo platform, it has switched to hybrid aluminium and steel construction and downsized engines in places, making certain versions 120kg lighter on kerb weight than their predecessors.

The weight hasn't only come out >

WE DON'T LIKE Noisy, reactive ride ■ Inert handling ■ Unexceptional real-world economy





 This is the lowest roofline of any compact executive. Ratio of glazed area to metalwork underneath – one-third to two-thirds – is an Audi trademark, says the maker.



 There are 48 individual LEDs in each tail-light (LED units being a feature of S line specification). Outward-sweeping 'dynamic' indicators are also standard on S line cars.



 Bootlid is very subtly kicked upwards towards its trailing edge, almost too gently to be called a spoiler. It contributes to a drag coefficient as low as 0.23.



 Two pipes on a TDI mean it's a 187bhp version and one signifies a 148bhp car. Headline petrol and V6 diesel cars have twin pipes on either side of the diffuser.

#### ON THE INSIDE











#### **MULTIMEDIA SYSTEM**

Our test car had Audi's top-level infotainment systems fitted: MMI Navigation Plus with a freestanding 8.3in central screen; MMI Touch, which turns the top of the MMI controller knob into a touchsensitive pad; the configurable LCD instruments of Virtual Cockpit and a colour head-up display. Having all of them means spending £2600 on options packs – and a premium stereo would be a further addition but it's well worth the outlay if you can afford it. Having so much screen real estate to display navigation and entertainment info is a boon, and it's all presented at very crisp resolution and very responsively indeed thanks to plenty of Nvidia graphical processing power.

MMI Navigation Plus brings with it 10GB of flash music storage and a 4G wireless hotspot that'll support up to eight devices, with three years of mobile data subscription. Audi's MMI Connect also does smartphone mirroring for both Apple and Android-based operating systems, and the optional Audi Phone Box system does wireless charging via the Qi standard, which can be made compatible with most popular phones via a case.

← of the body-in-white. A relentless programme of weight saving has shed it throughout the car, from wiring to seats to suspension to steering. The upshot is that the new entry-level 1.4-litre turbocharged petrol model is just 1320kg dry. Plenty of examples of the original A4, launched more than two decades ago, weighed more. An equally unstinting focus on aerodynamics puts some A4 models at a drag coefficient of just 0.23.

Seven engines are on offer from launch, not counting the S and RS versions that will follow - and only the most powerful options, on both petrol and diesel sides, need emit more than 120g/km of CO<sub>2</sub>. Among the headline inclusions are a 99g/km, 148bhp 2.0 TDI Ultra to lure in the fleet faithful, a high-compression 187bhp 2.0 TFSI petrol unit with CO<sub>2</sub> emissions as low as 116g/km, and a 215bhp 3.0 TDI V6 that is claimed by Audi to be the world's most efficient six-cylinder passenger car engine, emitting as little as 109g/km, consuming fuel at a combined 67.3mpg and capable of propelling the A4 from 0-62mph in less than seven seconds.

Suspension is via aluminiumrich multi-link arrangements front and rear, chosen to allow softer

**HOW BIG IS IT?** 

bushing against longitudinal forces at the same time as firmer bushing against lateral ones (the same rationale is used by Jaguar for its Integral Link rear end). Audi has also switched to monotube dampers for the A4 and offers four suspension configurations across the full model range: comfort and sport-tuned passive set-ups, as well as separate comfort and sport-biased adaptively damped configurations.

Our test car was a 187bhp 2.0 TDI in S line trim, on which a sevenspeed dual-clutch automatic gearbox is standard. It also had passively damped sports suspension and standard-fit passive power steering (variable-ratio dynamic steering is an option). Although it's available with quattro permanent four-wheel drive, we tested it in front-drive form.

#### INTERIOR



When the previous A4 came along, its interior raised the bar on perceived quality among compact premium saloons, but since then Audi's rivals have had time to respond.

As a result, you wouldn't say the new A4 blows all of its rivals into >

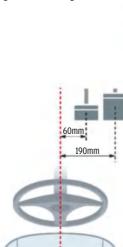


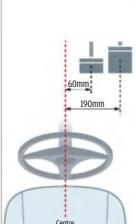
 Driver has lots of available leg room and S line sports seats are widely adjustable and supportive. The classy ambience of the cabin is striking.



Leg room for rear-seat occupants is competitive with that of the A4's main rivals, although taller adults might find that head room is a bit tight.







**HEADLIGHTS** 

Very typical. The pillars are all modest enough, although the generosity of front seat adjustment can make the B-pillars obstruct your over the-shoulder view.

VISIBILITY

S line cars get LED headlights as standard, with active dip functionality. They're good but not outstanding.

Kerh weight: 1480kg 2820mm

4726mm

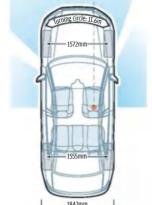
WHEEL AND PEDAL **ALIGNMENT** Right-sided offset of pedals may just be wide enough to

1026mm

trouble some, but not most. Manual adjustment on steering column is generous enough.



 A4's 480-litre boot is identical in outright size to that of a Mercedes C-Class and BMW 3 Series. Standard 40/20/40 split seatbacks aren't so common.



#### ON THE ROAD

← the weeds on apparent cabin quality in the way that the previous one did. And yet this is undeniably an interior of deeply impressive integrity, masterfully designed and executed to look and feel clean, modern and uncluttered. It's reserved rather than in any way eccentric, and slightly lacking in warmth, maybe, but the quality is outstanding from carpet level upwards.

The car's very minor growth spurts, it's claimed, have made extra room in both rows of seating. According to our tape measure, the back ones offer competitive leg room but slightly disappointing head room for larger adults. The boot, at 480 litres, is identical on claimed size to that of a Mercedes C-Class or BMW 3 Series, and bigger than a Jaguar XE's – and its expandability has been bolstered by the addition of 40/20/40 split-folding rear seatbacks.

Occupant space in the front is good, and so is the driving position. Our S line test car came with comfortable

manually adjusted sports seats with extendable cushions, plenty of base height and angle adjustment and lots of leg room.

As standard, the car is fitted with analogue instruments and a typical trip computer-style central screen, but they can optionally be swapped for the same 12.3in Virtual Cockpit TFT instrument cluster as the one offered in the TT. Unlike in the TT, it can be partnered with a head-up display and a central 7.0in infotainment screen. The flexibility of what information you choose to be displayed in which location gives the A4's driver the ultimate in configurability: two widescreen high-resolution navigations maps displayed simultaneously, for example, in case you want to be guided in bird's-eye and north-up modes at the same time.

Even the most ardent critic of Audi would find it difficult not to be impressed by the technological sophistication of the A4's interior and the substance and tactile appeal of its fittings, right down to the sculptural indicator stalks.

#### **PERFORMANCE**



The A4 has plainly been designed and engineered for high-mileage business users with a healthy disdain for compromise – those who want a car that's as quick to get to outside lane speeds as anything else for the money but is also quiet, smooth, easy to operate and economical with it.

At least in some ways, they'll find what they're looking for here. All A4s get intelligent switchable engine mounts and an acoustic noise-filtering windscreen as standard, and our test example added acoustic glazing for its side and rear windows, too. It was pleasantly mechanically refined, suppressing engine noise very well and ending up a noticeable 2dB quieter than an equivalent

C-Class at both idle and at maximum revs in third gear.

However, cruising at 30mph and 50mph, the Mercedes registered less noise, a difference attributable to the gently rumbling distant coarseness of the Audi's low-profile Hankook tyres, S line 19in alloy wheels and passive sports suspension. On smaller rims and differently tuned chassis settings, the A4 may well deliver the cruising manners many owners will expect, but it evidently won't do so unconditionally.

The 2.0-litre engine is responsive, flexible and fairly free-revving – more impressively so at low revs than high, with the S tronic gearbox shifting up earlier than a BMW 2.0-litre diesel would.

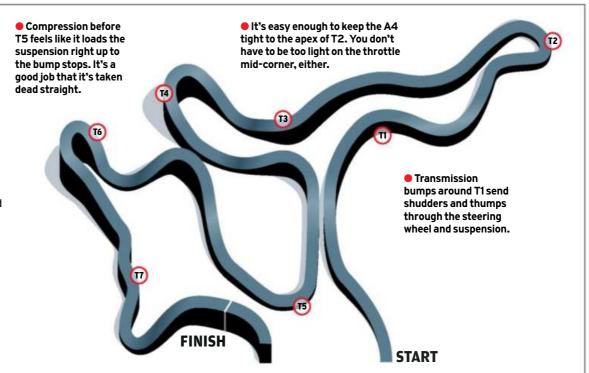
In fact, the manners and quirks of the A4's dual-clutch gearbox define a great deal of its motive character. In regular drive mode, it seems to reach for ever-higher ratios earlier than a torque converter would, boosting fuel economy, you'd expect, but ultimately

#### TRACK NOTES

The A4 demands very little investment from its driver to take it close to the limit of its handling ability. Its light, sympathetically geared steering ensures a smooth and stable entry to any given corner, and it has good mid-corner stability, although the firm suspension does make the car feel keener to react to steering inputs once it's turned in.

The usual over-assisted Audi brake pedal plays its part to help you down to the most sensible apex speed, and traction is fairly strong on exit, provided the road's surface is smooth. Where it's bumpy, steering kickback and body control can be pronounced enough to set off the electronic stability control and make your onward line untidy.

The car's shortness of suspension travel and lack of progressiveness in its damping make vertical body control a bit crude through hard-charged compressions. Audi's preference for compression rather than rebound damping also allows the body to float quite a lot over crests.



#### **ACCELERATION**

Audi A4 2.0 TDI 190 S line S tronic (13deg, damp)

Standing quarter mile 16.7sec at 87.4mph, standing km 30.0sec at 111.5mph, 30-70mph 7.3sec, 30-70mph in fourth 8.3sec



Mercedes-Benz C220 Bluetec AMG Line (2014, 20deg, dry)

Standing quarter mile 16.3 sec at 86.7 mph, standing km 29.7 sec at 110.2 mph, 30-70 mph 8.1 sec, 30-70 mph in fourth 10.5 sec



BRAKING 60-0mph: 3.09sec









# It feels firm and closely connected to the road surface. But it doesn't feel at one with that road surface

giving itself more to do in kickdown.

If you're used to the elastic feel of the initial torque multiplication you get with a conventional auto, the S tronic may feel slightly ponderous on step-off and, again, overly keen to shuffle ratios. But in Sport mode, it shifts more decisively and intuitively for overtaking.

It also coasts very effectively to conserve momentum and boost your fuel economy return.

#### RIDE AND HANDLING



Most German saloons of the A4's ilk have, for a long time and for obvious reasons, shared a predilection for autobahn-speed stability, often conferred by weighty, slightly inert steering that's gently geared around the dead-ahead. Even in S line trim and with 19in wheels and sports suspension fitted, the new A4 does, too. It feels in many ways like a car tuned to make big speeds effortless and stress-free.

And so, you may argue, it probably should. It'll certainly be a welljudged handling compromise for the majority of A4 owners. What's disappointing is that the car isn't a more poised, involving thing to drive in what may be assumed to be one of its more enthusiast-targeted specifications. Front drive or otherwise, the car's sports chassis could have been made a deal more agile, incisive and composed without risking too much. Instead, this feels like a firmer, slightly grippier but no better-balanced take on an absolutely predictable Audi driving experience: ever secure but a bit inconsistent and flavourless.

The power steering starts out overly light at low speeds and slow just off centre, doing nothing to hook you in. Pick up speed and the rack finds some weight, but only belatedly, after initial turn-in. It never feels natural or communicative. Lateral grip levels are quite high when you probe deep enough into the handling mix to unearth them, but they're balanced conservatively always to give way at the front wheels first.

The ride is comfortable enough, but as well as being a bit noisy, it's also quite reactive, becoming gently pitching and unsympathetically damped over only averagely high-frequency intrusions. Even deceleration strips taken at sensible speeds make it jostle. In a simple sense, it feels firm and closely connected to the road surface, just as the Audi marketing department probably wanted it to feel. But it doesn't feel poised or at one with that road surface in any meaningful way.

If anything, the short-travel, restless ride and muted, initially unresponsive steering detract slightly from the sense of stability it engenders at times. A more feelsome and precise wheel and a softer but more absorptive chassis would doubtless make it easier to place the car on typical British roads, although they may not be as well suited to a tightening autobahn exit slipway.

#### **BUYING AND OWNING**



Pull a punch here on tax-defining  $CO_2$  emissions or with what influences residual value and the whole show comes crashing down. But the A4 looks typically impressive on paper, being competitive on price and equipment, and like most of its

rivals, the diesel range is underpinned by a sub-100g/km offering, in saloon format at least. Audi will feel rightly confident that its headline fuel economy figure of 74.3mpg combined – a rival for BMW's most frugal 320d – will put it in good stead on the company car balance sheet.

That is a key goal of the higher-powered diesel model we've tested, too. Buyers have to be somewhat careful, working their way through the small maze of tyre options, the crux being that on 17in wheels the A4 proves marginally superior to the similarly powerful XE at 103g/km and still very impressive at 111g/km on 18s and 113g/km on 19s.

Real-world economy looks promising, with 68.9mpg quoted on the smallest wheels and 65.7mpg at worst. But the A4 struggled to reproduce anything close to either figure in our hands, clocking up a 44.8mpg average for our True MPG testers, whereas we've seen much closer to 50mpg from the 320d. Here, Audi's 19in S line rims were at work, don't forget, taking the edge off cruising efficiency. But we can't help thinking that they shouldn't have taken that much of an edge off.

Sport suspension

#### AUDI A4 2.0 TDI 190 S LINE S TRONIC

£34.030 On-the-road price Price as tested £40.230 Value after 3yrs/36k miles £15,875 £391.05 Contract hire pcm Cost per mile 59.8 pence Insurance/typical quote

#### **EQUIPMENT CHECKLIST**

Spacesaver spare wheel MMI Navigation multimedia system, 7.0in colour screen, smartphone interface, Audi Connect, DAB radio Front sport seats, part-leather 40/20/40 split folding back seats Three-zone climate control LED headlights and tail-lights with 'dynamic' rear indicators **Black leather and Alcantara seats** £450 **Technology Pack** £1450 Vision Pack £1150 **Assistance Pack** £1400 19in V-spoke alloy wheels £1200 Storage Pack £175 Variable head restraints, front seats £125 Options in **bold** fitted to test car

#### **RANGE AT A GLANCE**

= Standard na = not available

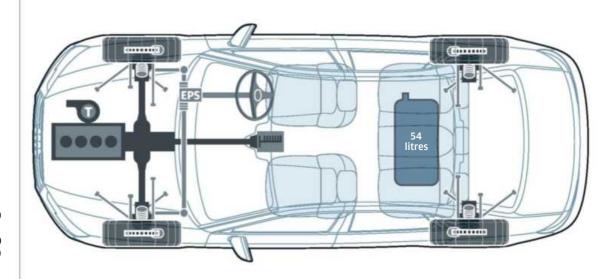
ENGINES	POWER	FROM
1.4 TFSI SE	148bhp	£25,900
2.0 TFSI SE	187bhp	£27,700
2.0 TFSI quattro	249bhp	£35,530
2.0 TDI Ultra SE	148bhp	£29,150
2.0 TDI Sport	187bhp	£31,000
3.0 V6 TDI Sport	215bhp	£34,250
3.0 V6 TDI quattro	268bhp	£38,950

#### **TRANSMISSIONS**

7-spd dual-clutch automatic

#### **TECHNICAL LAYOUT**

Monocoque is mainly high-strength steel, with aluminium used for the suspension hard points and cross-members. Engine is mounted longitudinally up front, driving either the front or all four wheels. Quattro versions use a proper centre differential, splitting power 40/60% front to rear as standard. Sport rear diff is optional on 3.0 TDI.



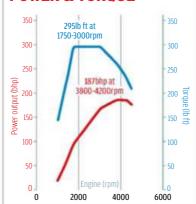
#### **ENGINE**

Installation	Front, transverse,
	front-wheel drive
Туре	4 cyls in line,
	1968cc, diesel
Made of	Aluminium block and head
Bore/stroke	81.0mm/95.5mm

**Compression ratio** 15.5:1 Valve gear 4 per cyl 187bhp at 3800-4200rpm Power

295lb ft at 1750-3000rpm Torque **Red line** 4500rpm Power to weight 126bhp per tonne 199lb ft per tonne Torque to weight Specific output 95bhp per litre

#### **POWER & TORQUE**



#### **CHASSIS & BODY**

Construction Steel/aluminium monocoque Weight/as tested 1480kg/na **Drag coefficient** 0.27 8.5Jx19in Wheels Tyres 245/35 R19. Hankook Ventus S1 Evo

Spacesaver

#### TRANSMISSION

Type 7-spd dual-clutch automatic Ratios/mph per 1000rpm 1st 3.19/5.9 2nd 2.19/8.6 3rd 1.52/12.4 4th 1.06/17.8 5th 0.74/25.6 6th 0.51/37.1 7th 0.39/48.5 Final drive ratio 4.05:1

#### **ECONOMY**

TEST (TRUE MPG)	Urban	39.9mpg
	Extra-urban	49.6mpg
	Average	44.8mpg
CLAIMED	Urban	57.6mpg
	Extra-urban	74.3mpg
	Combined	67.3mpg

Tank size 54 litres 532 miles Test range

#### **SUSPENSION**

Front Multi-link, coil springs, passive dampers, anti-roll bar

Rear Multi-link, coil springs, passive dampers, anti-roll bar

#### **STEERING**

Type Electromechanical, rack and pinion Turns lock to lock 2.9

**Turning circle** 11.6m

#### **BRAKES**

Front 338mm ventilated discs 300mm ventilated discs Rear Standard, with Brake Assist

#### **CABIN NOISE**

Idle 42dB Max rpm in 3rd gear 68dB 30mph 60dB 50mph 64dB 70mph 67dB

#### SAFETY

Spare

ABS, EBD, EDL, ASR, ESC **EuroNCAP crash rating Not tested** 

#### **EMISSIONS & TAX**

CO2 emissions 113g/km Tax at 20/40% pcm £113/£227

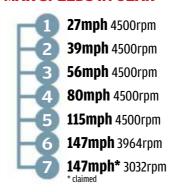
#### **ACCELERATION**

MPH	TIME (sec)	
0-30	3.5	
0-40	4.8	
0-50	6.3	
0-60	8.4	
0-70	10.8	
0-80	14.0	
0-90	17.7	
0-100	22.2	
0-110	28.6	
0-120	-	
0-130	-	
0-140	-	
0-150	-	
0-160	-	

#### **ACCELERATION IN GEAR**

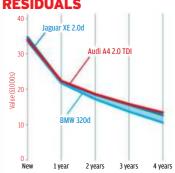
MPH	2nd	3rd	4th	5th	6th	7th
20-40	2.3	3.0	5.7	-	-	-
30-50	-	2.9	3.9	8.1	-	-
40-60	-	-	4.0	5.9	18.3	-
50-70	-	-	4.4	6.0	11.2	-
60-80	-	-	5.5	6.4	10.3	25.9
70-90	-	-	-	7.1	11.3	-
80-100	-	-	-	8.4	-	-
90-110	-	-	-	11.1	-	-
100-120	-	-	-	-	-	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

#### **MAX SPEEDS IN GEAR**



RPM in 7th at 70/80mph = 1444/1650

#### **RESIDUALS**



A4's residual values are predictably strong, particularly if you're keeping the car over a longer lease.

#### THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the A4, contact Audi Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 SAM (2006 05 99 888, audi.c.o.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers $35\text{-}year\text{-}old\ professional\ male\ with\ clean\ licence\ and\ full\ no\text{-}claims\ bonus\ living\ in\ Swindon;\ quote\ from\ Liverpool\ Victoria\ (0800\,066\,51\ Contract\ hire\ figure\ based\ on\ a\ three-year\ lease/36,000-mile\ contract\ including\ maintenance;\ Wessex\ Fleet\ Solutions\ (01722\,322888)$

Read all of our road tests autocar.co.uk

### Audi A4

#### AUTOCAR VERDICT ★★★★☆

An even smarter, better way to travel than before, but still ordinary to drive



lassy, demure and very technologically savvy, the new Audi A4 is a better car in all of the ways that Audi owners would have requested. It feels like it has been created by a company that has already discovered what its expanding customer base wants and needs only to tweak a winning formula at the margins to keep the orders rolling in.

The car's dynamic character hardly departs at all from the previous A4's in making high-speed stability and ease of operation clear priorities over driver involvement, and that will always condemn it somewhat in this magazine's estimation. We'd also warn prospective buyers that real-world fuel economy could be an unusually long way off advertised claims and that rival saloons are markedly more dynamically compatible with British roads.

But those who don't care about such reservations will very much approve of the bubble of highquality, tech-laden, chrome-accented calm they find in the A4 and continue to consider its obvious substance and sophistication the ultimate expression of everyday premium motoring.

#### **TESTERS' NOTES**



MATT **SAUNDERS** Audi goes to the length of relatively

positioning the gearlever and MMI controller in manual and automatic cars. In the auto, the broad-topped gear selector doubles as a wrist support nearer the driver.



NIC **CACKETT** For a cabin that generally thrives on

ergonomic sense and a fine user experience. the crab-claw shape I apparently have to make with my hand to operate the trackchanging volume knob is a conspicuous niggle.

#### SPEC ADVICE

Avoid the sports-sprung Ultra models and go for a 2.0 TDI 150 S line manual on passive comfort suspension. Add metallic paint (£645), twin-leather upholstery (£850), the Technology Pack (£1450), acoustic glazing (£450) and Virtual Cockpit (£450).

#### **JOBS FOR** THE FACELIFT

- Retune the sports suspension for more progressiveness and feel.
- Create more
- second-row head room. Recalibrate the gearbox shift strategy.



#### MAKE Model Price Power **Torque** 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO<sub>2</sub>/tax band

Verdicts on every new car, p76



JAGUAR
XE 2.0d 180 R-Sport auto
£34,775
178bhp at 4000rpm
317lb ft at 1750rpm
7.8sec (claimed, to 62mph)
140mph
67.3mpg
1565kg
111g/km, 20%

Distinguishing ride and handling set the XE apart on UK roads. Less roomy than rivals.



BMW
320d M Sport auto
£33,775
187bhp at 4000rpm
295lb ft at 1750-2500rpm
7.2sec (claimed, to 62mph)
143mph
64.2mpg
1525kg
116g/km, 21%
·

A very strong blend of pace, economy, usability, desirability and enduring driver appeal.



**FORD** Mondeo 2.0 TDCi T'ium P'shift £26,795 207bhp at 3500rpm 332lb ft at 2000rpm 7.9sec (claimed, to 62mph) 145mph 56.5mpg 1600kg 130g/km, 24%

Bigger than the A4, with a hatch rear end, so much more practical. And better to drive.



#### AUDI A4 2.0 TDI 190 S line S tronic £34,030 187bhp at 3800-4200rpm 295lb ft at 1750-3000rpm 8.4sec 147mph 67.3mpg 1480kg 113g/km, 20%

**Brimming with material class** and on-board technology. Aloof to drive but very capable.



**MERCEDES-BENZ** C220d AMG Line auto £35,165 168bhp at 3000rpm 295lb ft at 1400rpm 7.4sec (claimed, to 62mph) 145mph 65.7mpg 1570kg 117g/km, 21%

**Pricey positioning and** underwhelming engine both disappoint. Luxurious, though.

### YOUR VIEWS

### Write to Autocar autocar@haymarket.com

#### **LETTER OF THE WEEK**

## To some, the car is just like the fridge

(Tester's Notes, 14 October) is a valid one for someone who is, and always will be, interested in cars.

I can assure you, though, that not everyone thinks that way. My mother, for example, likes her new Kia Picanto very much (well, more so than her old Honda Jazz at any rate). But I can assure you she likes her fridge and iron, too. All three are necessary for modern living, but all will be replaced at the end of their useful lives without a moment's regret or sorrow. I'm sure she's not the only one to think about cars in this way, strange as it may seem.

Mike Spencer via email



ValetPRO exterior protection and maintenance kit worth £58.95

#### **ESTATE DEBATE**

I cannot agree more with Doug Weir (Your Views, 14 October). I purchased a Skoda Superb Estate in March 2011 and everyone who has driven it or been driven in it has complimented the car on its space, build quality and ride.

Would I buy another one? You bet.

#### **Peter Lewis**

via email

#### **NIFTY S60**

What I like about the Volvo S60 Polestar (Autocar online review, 15 October) is that it's different and comfortable.

I drove a Mercedes-AMG C63 from Scotland to Stratford-upon-Avon and, yes, it was fun because you had plenty of power, but I also had a knackered back from the horrible seats. The same can be said of the BMW M3 and its cramped cabin.

When I had my S60 R-Design AWD, it

was just as good as its German rivals, and as for safety, the Germans will never be on the same page as the Swedes.

#### **Nick Cobretti**

via email

#### **SPECIAL NSX**

I enjoyed the Porsche Cayman GT4 vs Honda NSX vs Ferrari F355 ('Special Cay', 21 October). It's nice to dream of driving any one of these cars, and the conclusion was interesting, but right. What a fabulous car the NSX was and is.

#### Ben Marshall

via email

#### **ENGINEERS, NOT LAWYERS**

It's interesting that Andrew L Ginger (Your Views, 7 October) and Nick Sharp (Your Views, 21 October) have commented that Continental roads are better built and maintained than ours. It's clear our politicians need to



focus more on building infrastructure.

Also interesting is the high proportion of engineers in Continental governments, whereas lawyers seem more evident in the UK.

Could the two be related?

#### **Colin Mynott**

Crick, Northamptonshire

#### **EV EVOLUTION**

Surely, the best way to reduce emissions in our polluted cities is to increase the

use of electric vehicles. It really is that simple, or am I missing something?

So what have our cities done to encourage EV usage? There are two charging points in Sheffield city centre and half a dozen in a Leeds city centre car park. London has too few and too many out of order. Even worse for the capital - where the need to increase EV use is greatest – is that fewer people can charge at home off the street.

It's time for the government to get serious. Its efforts so far have been wasteful and chaotic.

#### Mike O'Horan

Doncaster, Yorkshire

#### **DON'T LOOK: IT'S A MIRAI**

Ye Gods! That Toyota Mirai makes the Ssangyong Rodius look beautiful. How do some cars get beyond the design stage?

#### Ian Chedzev

Staplehurst, Kent

AUTOCAR What you're saying on autocar.co.uk

#### New London taxi unveiled by Geely

I hope it uses a Volvo hybrid powertrain. If it does, it might be the first black cab capable of more than 25mpg. Cheltenhamshire

Thought it was a Bentley Bentayga in Beluga for a second there.

#### Terrier

The proportions are what you'd expect for a modern taxi vehicle. but the nose is ugly. **Tornadorot** 



Geely's done an okay job of making it look recognisably like a traditional black taxi. without making it an overly retro caricature.

sirwiggum

Low production volume means high costs: the black cab has a limited future. It's a dinosaur in the 21st century.

**RPrior** 





#### **ALFA MAIL**

It was nice to read some positive comments about the Alfa Romeo 75 Twin Spark in the motoring press after a mere 30 years ('Turin Proud', 14 October).

It's a good job a few of us were able to see past the ubiquitous blue and white propeller in those days and choose a car for the way it drives and not for the perceived trade-in value and 'quality plastics' or there'd be even fewer of them left now.

Thanks for pointing out to everyone who missed out back then just how special these cars were, and still are.
Some of us oddballs are still driving them.

#### Jim Spackman

Clevedon, Somerset

#### EMISSIONS: TIME TO GET REAL

It was interesting to read the suggestion that EVs might be the way forward in the post 'defeat device' era (This Week, 21



October), but hang on: what did VW do?

It manufactured cars that produced more emissions in real life than in testing. Isn't that exactly what hybrids do? And all battery EVs claim zero tailpipe emissions, neatly ignoring how the power was produced in the first place. The question of how many emissions result from driving any car up the road is central.

How can and should this be tested? I doubt manufacturers and regulators are likely to sort that out any time soon.

In the meantime, buyers have to continue to rely on meaningless test results to inform their buying decisions. If they care, that is.

#### **Geoff Dunning**

Harrogate, Yorkshire

#### **NOX-OUT BLOW**

NOx is not just produced by diesel, but by any high-temperature efficient combustion. Hence, power stations, incinerators and now turbocharged diesel engines are being fitted with urea injection systems, the only current technology that really solves the problem.

Has anybody properly tested the current crop of efficient turbo petrol engines to check their NOx outputs? I think I would hedge my bets against having my car's tax bracket regraded in a couple of years by going diesel and pouring a little drop of the blue stuff in now and again.

#### **David Frost**

via email

#### **PHONEY CALL**

I'm just waiting for a new 0845 number to call my mobile.

"Mis-sold TDI? You could be due compensation. Press five to speak to a VW representative or nine to just suffer the loss in resale value."

#### **Trevor Chesterton**

Market Harborough, Leicestershire

# NEXT

Inside the magazine – on sale 11 November



Britain's Best Driver's Car Defending champ Porsche vs Ferrari, Lotus and many more



#### New Porsche 911

Is the turbo 911 the beginning of the end or start of a new chapter?



#### Mercedes C-Class Coupé

First impressions of the new rival to the Audi A5 and BMW 4 Series



BMW 7 Series Heavily re-engineered hightech luxury saloon faces our expert testers

CONTENTS SUBJECT TO CHANGE

### OUR CARS

A week in the life of Autocar's fleet









FIAT



FORD

JAGUAR















urning family estate cars into more rugged all-road models is a path increasingly well trodden in the SUVisation (that's a real word, honest) of the car industry.

Back in the spring, Seat became the latest manufacturer to put a family estate, the Leon ST, through the allroad washing machine to give it the SUV-lite treatment. Out the other side came a Leon ST with a raised ride height and driving position, all-wheel drive, black body cladding and a silly new

name that a word processor will put a squiggly red line under: X-Perience.

There the silliness stopped – because the next six months revealed the Leon X (calling it that makes it sound way better) to be a very serious, capable machine, and one that's far more interesting than its brown paintwork, brown interior and name suggest.

A barometer of its success comes from looking at the odometer. If it had been here for a full year, the Leon X would have been pushing 20,000

miles, which is pretty much my annual mileage. Simply put, the Leon X excelled as a true all-rounder.

To recap, we went for the less powerful (148bhp) of the two 2.0-litre diesel engines offered in the Leon X. hooked up to the standard six-speed manual gearbox and, of course, fourwheel drive. As for trim level, the range-topping SE Technology version took our fancy, because the £2000 or so premium over the base SE model seemed to give you every conceivable bit of useful technology you could want, plus some nice extras such as those stylish 18in alloy wheels and Alcantaratrimmed sports seats. To us, it seemed like a price worth paying.

Due to the fully loaded nature of the SE Technology trim, the options department at Seat wasn't overworked in this instance. Notable boxes we did tick, though, included that brown paint job (this was an outdoorsy car, after all), the upgraded stereo and the adaptive cruise control, something that's



This 2.0 TDI is a belter; smooth, quiet and with plenty of low-end torque.



**CHUNKY STYLING** A great-looking estate car with a whiff more attitude than most.



RIDE AND HANDLING Comfortable on the move and keener to turn in to corners than an SUV.



It has plenty of features, but the touchscreen is slow and clunky to react.



I could just about live with brown on the outside, but not on the inside, too.

















Tom Webster















#### You have as much space in the Leon X as in an SUV, but without that 'big' feeling

The Leon X proved to be a fine companion on motorway trips, with its smooth ride quality and quiet, torquey 2.0 TDI engine, the economy of which improved to around 50mpg after initially being disappointing. The big load bay was fully utilised, housing everything from the rear wing of a race car to being used as a makeshift double bed at a campsite.

becoming ever handier as the coating

of Britain's motorway network with

50mph average speed cameras and

roadworks continues.

The Leon X was great around town, too, with good visibility thanks to its raised driving position and the raised ride height proving useful in dealing with the likes of speed bumps and when parking on kerbs.

Gripes were few. The infotainment system, although packed with functions, was let down by its slow and clunky touchscreen, which required firm concentration to line up your finger with what you wanted to select. There was

a small delay between the key turning in the ignition and the engine firing up, which was more annoying than it should have been. The all-wheel drive system occasionally gave a sudden jerk as drive shifted towards the back wheels. And, erm, it was brown. I'm struggling otherwise; the Leon X was about as stress-free a car to live with as anyone could ask for.

So it was an altogether successful six months in going about one's daily business. So much so that I parked the (shameless name drop alert) McLaren 650S Spider I'm also running to take the Leon X on holiday to Jersey, an ultimately sensible decision on a pretty little island with 40mph speed limits and the kind of outdoorsy experiences that Leon X owners get up to, if you believe the Seat marketing bumpf.

Jersev is a four-hour or so ride across the Channel with Condor Ferries from Poole in Dorset to the Jersey capital of St Helier. The Leon X swallowed a week's worth of luggage for two without us having to play around with the split rear bench, and there was still plenty of room left to raid the duty-free from Condor's onboard shop on the way home.

It was driving on Jersey's tight country lanes, alongside the varied coastlines and through the picturesque countryside, where I 'got' the Leon X and its type of car the most. You have as much space as in an SUV, but without that 'big' feeling you always get when driving an SUV. The Leon X remains a Leon, so it's easy to position on the road and handles better and corners flatter than an SUV, but, crucially, retains that sense of adventure you get from SUVs

### **SEAT Leon 2.0 TDI**

#### X-Perience SE Technology TEST STARTED 10.5.15 Miles at start 812 miles Miles at end 9465 miles £26,370 List price then List price now £26,905 Price as tested £28,285 Dealer value now £18.650

Private value now £17.950 Trade value now £16,850 OPTION

Adventure Brown custom paint £700, Seat sound system £255, rear side airbags £300, divider net £155, adaptive cruise control with front assist £505

#### AND RANGE CONSUMPTIO Claimed economy 57.6mpg (combined) 50 litres Test average 49.2mpg 54.5mpg Test best

I COL DCOL	3 1.3mpg	
Test worst	45.1mpg	
Real-world range	540 miles	
TECH HIGHLIG	HTS	
0-62mph	8.7sec	
Top speed	129mph	
Engine	4 cyls, 1968cc, diesel	
Max power	148bhp at 3500rpm	
Max torque	236lb ft at 1750rpm	
Transmission	6-spd manual	
Boot	587 litres	
Wheels	18in, alloy	
Tyres	225/45 R18 Goodyear	
	EfficientGrip	
Weight	1491kg	
SERVICE AND RUNNING COSTS		
Contract hire rate	£471.30	
CO <sub>2</sub>	129g/km	
Sarvica casts	Nil	

Nil

£829

£829 Running costs inc fuel Cost per mile 10 pence Depreciation £11.435 Cost per mile inc dep'n £1.42 **Faults** None

**Fuel costs** 

13 May, 10 Jun, 1 Jul, 29 Jul, 2 Sep, 30 Sep

thanks to the four-wheel drive, raised driving position and ride height and the chunky styling.

The Leon X also stands as a testament to successful diversification of the Leon range in this generation. Before, the Leon was just the one model, one that tried to be everything from touring car-derived hot hatch to an economical family hatchback. Now, with three distinct bodystyles, each individual Leon can get on with doing what it's trying to do and diversify from there, hence the quality execution and lack of compromise from the likes of the Leon X.

And all of this bodes very well indeed for when Seat goes out and makes an SUV proper next year, also based on the Leon. We await it with interest.

mark.tisshaw@haymarket.com

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#### Mileage 7047 A trip to a Citroën dealer beckons following an ominous warning light

ver the past few months and several thousand miles, our C4 Cactus has performed without major fault or annoyance. It has been delivering on all those fronts you'd expect a family-oriented crossover to and hasn't once let us down. Until now.

I was driving home recently when the car suddenly decided to throw its toys out of the pram, the dashboard lighting up like the proverbial Christmas tree. I was cruising along at 40mph at the time, so I quickly planned and executed a manoeuvre that enabled me to pull up safely. Both the media system and instrument cluster were displaying warnings, suggesting a trip to the dealer was imminent, and the 'check engine' light was glowing brightly.

Nothing sounded amiss, so I turned off the Cactus's engine, got out of the





car and walked around it, giving it a quick visual inspection. Everything was where it should be, so I jumped back in and restarted the engine.

This time, only the 'check engine' light and a 'service engine' message materialised. Given that most warnings of this type tend to relate to intermittent faults with emissions control systems and that in all other respects the Citroën appeared to be fine. I drove on.

The engine's performance didn't appear to be affected and, come the next morning, every warning light, bleep and message had disappeared. Still, something had clearly caused the Cactus to stumble, so I dug out my code reader, plugged it into the car's brain and scanned it for faults. Only one was recorded: a powertrain problem. My software couldn't identify exactly what the Citroën's grievance was, but it did suggest that it could be a crank position sensor issue.

Consequently, it appears that the Cactus does actually require a trip to the dealership for a thorough check. If the crank position sensor – or perhaps its associated wiring harness – fails completely, it would almost certainly stop the quirky Citroën dead in its tracks. That, considering its previously unblemished record, would be a shame. lewis.kingston@haymarket.com

#### Citroën C4 Cactus Flair PureTech 110 S&S manual

Price £17,290 Price as tested £19,060
Economy 40.9mpg Faults Intermittent check engine light Expenses None Last seen 21.10.15



#### Mileage 9595

My trusty Mondeo is back in action. It has had two new doors fitted and looks as good as new.

Since I last drove it, I've been in a number of different cars from different price brackets and I've been surprised how basic functions such as seating adjustment haven't been up to scratch in a large proportion of them. Being able to adjust the driver's seat effectively is a fundamental requirement. It's impossible to enjoy driving if you start developing cramp on long journeys as a result of having to stretch to reach the steering wheel.

Fortunately, the Mondeo's driving seat and steering wheel offer a wide range of adjustment. I'm 6ft 2in tall and find it easy to get comfortable. I definitely missed the car on my eighthour round trip to Wales last week.

Now that it's back, I also get to enjoy its enormous boot again. Recently, it's had to deal with a mountain bike, a drum kit and all my usual photo gear. The folding rear seats and easily removable parcel shelf made them a doddle to load.

Folding rear seats that split the right way for right-hand drive are not that common. The Mondeo is one of only a few cars with the wider portion of the 60/40 split located on the passenger side. This arrangement means you can carry a third passenger and long, bulky loads without compromising your rearward vision.

I've explored the Mondeo configurator on Ford's website and discovered a few tempting optional extras buyers are no doubt ticking boxes for. Among the many highlights are a panoramic roof for £600, sports

suspension for a reasonable £150 and a winter pack for £300 (it includes heated front seats and steering wheel – both handy if, like me, you spend a lot of time standing in the cold taking photos of cars in remote locations). Last but not least, there's blind spot monitoring for £500 – well worth it, even for the most spatially aware.

#### luc.lacey@haymarket.com

#### Ford Mondeo 2.0 TDCi Titanium 5dr

Price £24,545 Price as tested £27,465
Economy 40.9mpg Faults Stiff boot struts
Expenses None Last seen 30.9.15





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#### Mileage | 6321 They may not know what it is, but people do know that they like it - a lot

he likes of you and me know McLaren as the maker of some of the finest road cars around, as much as a racing team. However, to the average Briton, whose knowledge of cars begins and ends with what he sees Jeremy Clarkson and co driving, McLaren the road car maker is still very much an unknown quantity.

Which is one of the reasons why the 650S Spider attracts so much attention – attention that has been exclusively positive and up there with the reception accorded an Aston Martin – wherever it goes. Once people are over its fantastic sound and vibrant colour, and their disappointment on discovering its driver is neither attractive nor famous, you invariably see them mouth the question: "What is it?"

I've been more than happy to help them – while at the same time doing some PR for McLaren – by correcting those who wonder if "it's the MP4 or the P1" (a lot of people mistake it for the latter) and reeling off its vital statistics to those who've approached it in car parks, petrol stations and even at the traffic lights, when I've been showing off with the roof down.

The 650S Spider is a car that makes you feel good just driving it, let alone when people you pass wave as if you're





royalty. On that point, because it's so easy to drive and enjoy at normal speeds, you forget how rare, special and new it actually is – which is meant entirely as a compliment.

More unusual things happen, too, when you're driving a McLaren. My favourite so far is when I drove past a group of half a dozen teenagers on bikes, hanging about near a roundabout in Ascot. They whooped with excitement as the car approached, one even throwing his arms aloft and shouting a

naughty word and "Yeah – a P1!" as I went by. I was too polite to correct him, roaring off in an inappropriate manner instead.

This experience was almost trumped when someone did a rapid turn in the road after I'd gone by and followed me for the next three or four miles while his passenger filmed the car on his smartphone.

We've only recently had our first issue with the car.

when the digital radio stopped picking up a signal. Not a problem: I just put the roof down to enjoy more of the engine noise. Those welcoming folk at the McLaren Ascot dealership applied a software update (without the extra power, sadly) and restored reception.

The suspension is also proving to be a little too soft and compliant on faster, more undulating B-roads. Its generous travel causes the front splitter to ground slightly over bumps. It's a cringe-making noise, but firming up the suspension with Sport mode goes some way to curing it.

These niggles aside, life in the 650S is proving as fun, thrilling and fuss-free as a supercar has a right to be. We're loving every minute and, seemingly, so is everyone who happens to encounter the car on their travels.

mark.tisshaw@haymarket.com

#### McLaren 650S Spider

Price £215,250 Price as tested £255,930
Economy 25.1mpg Faults Patchy radio signal
Expenses None Last seen 14.10.15

#### THE LOG BOOK



#### **BMW 220d Active Tourer**

Mileage 11,685 Last seen 14.10.15
A trip to the Isle of Wight for the weekend with Mrs Bradshaw tested the BMW's practicality. On a short trip for a few days, it proved to be an ideal companion – comfortable and with plenty of room for passengers and their luggage. However, for a longer holiday farther afield, I suspect it may struggle to cope with the extra demands quite as well. JB



#### Ford Focus

Mileage 9675 Last seen 7.10.15
I'm not a fan of touchscreens, and
the Focus's hasn't changed my
opinion. Many of the buttons are
small and hard to hit without looking
more closely than I'm comfortable
with. Annoyingly, there's a cluster of
barely used buttons on the steering
wheel's left spoke that would better
serve technophobes like me if they
doubled as controls for some of the
infotainment functions. TD



#### **Skoda Fabia**

Mileage 3769 Last seen 23.9.15

The Fabia has a variety of what Skoda calls 'Simply Clever' features, each aimed at making life that bit easier. The best is the clip that holds a pay-and-display ticket on the windscreen. Not only does it ensure that tickets don't slip off the dash, but it stops me from leaving old tickets to blow around the cabin. Simple and clever, indeed. TW



### No business like snow business

It isn't too late to buy yourself some winter-friendly wheels. James Ruppert starts his shortlist at £800

hances are that by the time you read this, you'll be up to your armpits in snow – a snowmaggedon. Welcome to the annual scare story courtesy of the Met Office. Who knows? They could be right this year. So far, it has been winter tyre marketing departments that have been the busiest. As we all know, a set of winter tyres is all you need to transform a rear-wheel-drive skideroomobile into something that sticks to the ice.

If you're after a 4x4, you may well be too late, according to auction firm Manheim, which says prices have surged by an average of more than £1200 (17.6%) since August. Compared with September last year, the average price of used 4x4s sold by Manheim was up

by more than £2400 (41.7%), further indicating that values are rising earlier than in 2014. But we don't all need the sort of blingy 4x4s that car dealers are bidding for. There are alternatives.

What could be more alternative than a small, light, front-wheel-drive hatch? In the midst of an icy car park, I've seen them thrive as Volvos slip and slide. If all you want to do is get to the station and do local shopping, a teeny Daihatsu Cuore will do for a few hundred pounds. There aren't many around now, though. As an alternative, a Kia Picanto – specifically, a 1.0-litre 2004 example with a fair few miles on the clock for around £800 – is light and simple enough to thrive in slippery conditions.

Or you just get a soft-roader. It will



deliver the extra traction when you need it, and if you drive sensibly, your chances of falling off the road are seriously reduced. I'd be more than happy with an old Toyota RAV4, which is almost a 1990s classic. But it might be a bit tired, so better to go for a Honda CR-V. It is the most popular school-run soft-roader, and it's easy to see why. They are practical and remarkably reliable. A solid £8000 would buy a

In the midst of an icy car park, I've seen small, light, front-wheel-drive hatches thrive as Volvos slip and slide



# **BANGERNOMICS BEST BUYS**



#### READER'S CAR: BMW 3 SERIES COUPE

Stephen Williamson bought his E36 BMW 328i coupé four years ago for just £1250. It was a two-owner car with a full service history and new tyres, and Stephen says it has never let him down. "I bought it for drifting, but that didn't happen. I kept the car as I had a Merc diesel, and the BMW was faster.

"It's a great car. I do a lot of track days – Spa, Brands Hatch, Bedford Autodrome. At Spa, we did 200 miles of hard driving and it just purred. My son now services the car and I've only had new tyres and a battery."

#### SEND YOUR BANGERNOMICS TALES TO JAMES

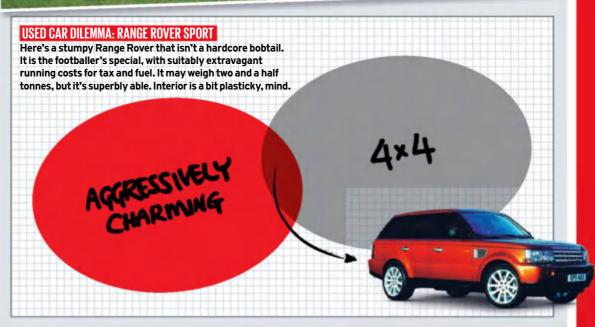
Twitter:@Bangernomics Email:james@bangernomics.com



#### well-equipped 2008 2.2 i-CDTi ES with a full history. This model also delivers decent 40mpg economy.

Instead of an Audi Quattro, the
Subaru Legacy is a stylish estate car.
An SE Sports has a long list of standard
equipment, and it manages 35mpg
overall with the 2.0-litre diesel engine.
Eight grand buys a 2011 example with
70,000 miles on the clock – great value.

Finally, there are the old-school 4x4s that will hold their value, be easy to maintain and do a job if you are stuck in the sticks. Yes, I'm talking Series III Land Rovers, of course. They're noisy, slow and uncomfortable and will probably be rusty, but at least this is an interesting way to tackle the impending snowmageddon.







# Ford Focus RS Mk1 (2002-2003)

Few modern hot hatches seem to court as much controversy as the Mk1 Focus RS. Depending on what you read or who you talk to, it's either one of the most entertaining front-drive chassis of this century or a torque-steering liability.

Still, with modern cars more insulating than ever, lots of people see the appeal

of the raw RS. Thanks to a nominal 212bhp and standard limited-slip diff, 0-60mph falls in just 5.9sec, and it looks like it just drove off a rally stage.

Ford made 4501 examples, and a good chunk of them still live. About £7000 will net you a high-mileage car, but budget nearer £10,000 for a tidy one.

# Ford RS200 (1984-1986)

If we're being brutal, the RS200 homologated rally special was a bit of a flop. Late to the Group B party, it got a best result of third on the 1986 Swedish Rally before the class was banned for 1987. Even so, it looked like no other rally car at the time, as it made no effort to look like any Ford production vehicle.

While Ghia should be thanked for the

strangely attractive styling, Cosworth was once again in charge of the engine, with a turbocharged development of the BDA fitted amidships. Power ranged from 250bhp for the road cars to more than 600bhp for the Evolution models.

If that sounds tempting, you'll need deep pockets. The cheapest currently out there is a quarter of a million quid.









# Ford Fiesta RS1800 (1992-1997)

Entry to the RS club doesn't have to break the bank, as demonstrated by the Fiesta RS1800. Launched in 1992 as a replacement for the wayward Fiesta RS Turbo, it replaced the laggy CVH turbo engine with a 130bhp version of Ford's new 1.8-litre Zetec motor.

The 0-60mph sprint increased by

O.2sec to 8.1sec but it was still rapid for such a small car back then. As well as the boy-racer bodykit, you got Recaro seats and tweaks to the suspension.

You can pick up one for comfortably less than £5000 today, but the challenge could be finding one. Only a few thousand were made and fewer still remain.

# Ford Escort RS1600 (1970-1974)

This may not be the first RS-badged Ford (the German-market 20M RS takes that honour), but it is the one that cemented the brand's reputation.

A car truly developed for motorsport, it shouldn't be confused with the simpler and cheaper RS2000. Not only were all RS1600s specially built by Ford's Advanced Vehicle Operations and fully

seam welded for strength, but they also received Cosworth's famous BDA twincam powerplant. Good for 120bhp in the road cars, they went on to produce well over 200bhp in competition cars.

With any three-door Mk1 Escort now in great demand, the RS1600 has become seriously expensive, at £50k-plus. This or a pair of new Focus RSs?



# NEW CARS

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#### Autocar's star ratings explained

Inherently dangerous/unsafe.
Tragically, irredeemably flawed.
Appalling. Massively
significant fallings.
Very poor. Fails to meet any
accepted class boundaries.

accepted class boundaries. \*本文章 Poor. Within acceptable class boundaries in a few areas. Still

not recommendable. ★★☆☆☆ Off the pace. Below average in nearly all areas.

★★☆☆ Acceptable. About average in key areas, but disappoints.

★★☆☆ Competent. Above average in some areas, average in others.
Outstanding in none.

★★☆☆ Good. Competitive in key areas.

★★☆☆ Very good. Very competitive in key areas, competitive in

secondary respects.

\*\*\*

Excellent. Near class

leading in key areas, and in some ways outstanding.

★★★★★ Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

#### FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO <sub>2</sub> g/km Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/lan Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/mm Insurance group	Make and Model	Price	Bhp	CO. n.Am
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6 JOTM 105 Distinctive	£2075		114 16	A3 3dr hatch Classy inters				2.0 TDI 184 Sport	£30245		117 30	2.0 TDI 177 quattro Black Edit	£36540		
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7 4dr saloon Makes sense				saloon body. S3 great looking				2.0 T01 177.5 line	£31175		120 27	3.0 TFSI 333 S5	E43790		
e UK	**	**	a l	1.4 TFSI 150 ACT Sport	£7333	5 148	110 23	2.0 TDI 177 Stack Edition	£31950	175	120 28	3.0 TFSI 333 SS Black Edition	£44865	321	
4 V8 Switch-tronic	£9585			1.6 TDI 110 S line	£2558		166 18	2.0 TO I quattro 177 SE	£29880		34 27	4.2 VB RS5	£59920		
4 VB Switch-tronic LWB  3 Administration Process dense	E9885			1.8 TFSI 180 quattro S line	E3922 E2800		153 28	2.0 TDI quettro 177 SE Technik 2.0 TDI quettro 177 Si line	£31180 £32735		34 27	2.0 TOI 163 Ultra SE 2.0 TOI 177 SE	£31590		
3 4dr saloon Precise dynar dos and a great engine		**		1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport			149.25	2.0 TDI quattro 177 5 line 2.0 TDI quattro 177 Black Edit				2.0 TDI 177 SE 2.0 TDI 177 S line	£31470 £34060		
00 Biturbo				2.0 300 geattro \$3			164 36	2.0 TOI quettro 245 SE	£35360			2.0 101 177 Black Edition	£35135		
5 Adrsaloon Rapid, usable	and chea	per alte	reative to	2.0 TDI 150 Sport	E2478	5 148	107 23	3.0 TOI quattro 245 S line	£38215	237	49 33	2.0 10I 177 quattro SE	£33125	17	5
M5	**			1.4 TFSI 150 ACT S line				3.0 TM quattro 245 Black Edit					£35715		
O Bi-Turbo	£5595			1.8 TFSi 180 S line	E2722		135 24	A4 AVANT 5drestate High				2.0 TDI 177 quattro Black Edit	£36790		
D3 5dr 4x4 Alpina's first S st, capable and desirable		± ★ ★		1.6 TDI 110 Sport 2.0 TDI 150 S line			1 104 17 1 108 24	laden, leaves dynamic finesse to 1. B TFSI 170 SE Technik				3.0 TDI 284 S line 3.0 TDI 204 Black Edition	£37660 £38735		
0 ID3	E5495			2.0 IDI 184 Sport			112 27	2.0 TDI 150 Black Edition			124 24		E41340		
				2.0 TDI 184 S line	£2820	5 181	114 28	2.0 TOI 150.5 line	£31530	148	124 23	3.0 IDI 245 quattro Black Ed	£42260	247	7
ARIEL			1000	2.0 TDI 184 quattro Sport			127 26		£30155			A5 CABRIOLET 2dropen /			
TOM Odropen Superbike! hidarating as ears get				2.0 TDI 184 quattro S line A3 5dr sportback Classy			129 26		£31575			powered, steel aprung fram's bes	£35570		
marangas cars ger 15	£2932	* * 7 1 245		good engines. Second only to				2.0 TDI 177 SE Technik 2.0 TFSI 225 quattro Black Edi				1.8 TFSI 170 S line 1.8 TFSI 170 S line Special Ed	£36695		
00	£3431			1.4 TFSI 125 5 line			1 124 20		£35800			2.0 TDI 150 S line	£37515		
				1.4 TFSI 125 Sport	£2193	5 123	122 19	2.0 TFS1 225 quattro SE	£32945	222	159 32	2.0 101 150 S line Special Edi	£38520	14	0
ASTON MARTIN				1.8 TFSI 180 quattro S line			153 28						£34265		
APIDE Admsakoon Four-d d jest as charming							1 135 27	3.0 TDI 245 quattro 5 line 3.0 TDI 245 quattro SE			154 33 154 33		£38950 £41980		
et jest as charming 9 V12 S	£1499	* * 1 95 550		1.8 TFSI 180 Sport 2.0 TDI 150 S line			109 21					2.0 TFSI 225 quettro 5 line 2.0 TFSI 225 quettro 5 line Sp			
ANTAGE 2dr coupé Stur							108 21					2.0 IFSI 225 quattro SE	£38615		
ear benchmark for Aston	**	**	à:	2.0 TDI 150 Sport	E2423	5 148	108.21	1. 8 TFSI 120 SE Technik	£26985	118	54 19	2.0 TFSI 225 S line	£38860	27	2
,7 V8	£8499			2.0 TDI 184 quattro S line			129 26	1. B TFSI 120 S fine					£39830		
7 V8 S	£9999			2.0 TFSI 300 quattre S3			162 36				154.20		£35575		
9 VI2 S ANTAGE ROADSTER Z				1.2 TFSI 110 SE 1.2 TFSI 110 Sport				1, 8 TFSI 170 SE 1, 8 TFSI 170 S line	£27315		141 25	3.0 TDI 204 S line Special Edi 3.0 TDI 245 quattro S line Spe	£42680		
antage's related nature		* *		1.2 TFSI 110 S line				1. B TFSI 170 Black Edition				1.8 1FSI 170 SE	£32320		
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4.2 WB RS5 E69555 444 249 47	2.0 TEN 150 SE £26920 148 119 20	BMW  SERIES 3dr hatch Heasures up on space and	218: M Sport E27175 134 127 - 220: Sport E27490 187 145 -	
2.0 TDI 177 \$ line £37825 175 127 30 3.0 TDI 204 \$ line £41555 201 138 33 3.0 TDI 245 quettro \$ line £45220 242 167 39	2.0 TOI 150 \$ line \$29470 148 122 21 2.0 TOI 150 quattro \$ line \$21030 148 134 21	connect now Shill so 3 Series ★★★☆ 1186 SE £26245 134 125 18 1186 Seort £21245 134 129 18	220i Luxury E28240 187 145 - 220i N Sport E29240 187 149 -	A
3.0 TDI 245 quattro \$ line E45220 242 167 39  A6 4dr saloon the best sprung Andi saloon, and one of the most appealing full stop  ***********************************	2.0 TOI 150 quettro 5 II Plus E33300 148 140 21 2.0 TOI 184 quettro 5E E29280 181 139 24 2.0 TOI 184 quettro 5 line E31845 181 143 24	TIBS Sport E21245 134 129 18 TIBS N Sport E23075 168 133 19 120 Sport E23295 134 136 21	216d SE E25110 114 108 - 216d Sport E26360 114 108 - 216d Luxury E27110 114 108 -	
3.0 BifDi 320 quattro Black Ed. E51165 326 164 44 3.0 BifDi 320 quattro 3 line E48990 316 159 43 3.0 TDI 218 Black Edition E43135 215 127 35	2.0 TO 184 quettro S Ii Plus E 34195 181 148 25  O5 5dr 4x4 Exceptionally good handing for an SUV, but very compromised ride *** ********************************	120 M Sport E24995 134 139 22 125 M Sport E26375 215 157 28 M135i E31200 315 188 37	216d M Sport E28110 114 111 - 218d SE E26255 148 115 - 218d Sport E27566 148 115 -	
3.0 TDI 218 quattro Black Edn E44895 215 138 40 3.0 TDI 218 quattro S line E42720 215 133 39	2.0 TFSI 180 quettro S line PI £36270 178 174 29 2.0 TFSI 180 quettro SE £31370 178 174 28	T16d SE E21180 114 94 15 116d ED Plus E22030 114 89 15	218d Luxery E28255 148 115 218d M Sport E29255 148 119	W -
3.0 TDI 218 quattro SE E40195 215 133 29 3.0 TDI 272 quattro Block Edn E46455 268 138 42 4.0 TFSI 450 S6 E56545 429 214 42	2.0 TES1 180 quattro S line £33770 178 174 29 2.0 TES1 225 quattro SE £32845 222 173 29 2.0 TES1 225 quattro S line £35300 222 179 29	116d Sport         £22180         114         103         15           116d M Sport         £2380         114         106         16           118d SE         £22325         148         104         19	220d sDrive Sport £32005 187 129 - 220d sDrive Luxury £32755 187 129 - 220d sDrive M Sport £33885 187 134 -	Range Rover Sport SVR From £93,000 The debut act from JLR's new SVO wing and boy, do they know
2.0 TDI 190 Ultra SE £32295 187 113 32 2.0 TDI 190 Ultra S line £34020 187 114 33	Z.O TFS1 225 q tro S line Plus £37800 222 181 30 Z.O TOL 150 quettro SE £31720 148 147 21	118d Sport E23325 148 109 19 118d M Sport E25025 148 114 20	3 SERIES 4dr salvon Anewstandard Almost Banles in every regard ****	what we like. Not perfect, but an SUV for the soul. ***
2.0 T01 190 Ultra Black Edta	2.0 TOI 150 quattro S line E34120 148 150 21 2.0 TOI 150 quattro S line Plu £3655 148 152 22 2.0 TOI 177 quattro SE £32610 175 154 24	120d Sport £24775 187 114 24 120d M Sport £26475 187 118 25 125d M Sport £29800 221 121 30	320d EfficientDynamics Busines £30175 161 109 31 320d ±0rive SE £30975 181 128 30 325d Lucury £33905 218 132 36	Market Advantage of
3.0 TDI 272 quattro SE £41755 268 133 41 3.0 TDI 272 quattro S line £44280 268 133 42	2.0 T0 177 quettro 5 line	1 SERIES 5dr hatch Heasures up on space and comfort now Still no 3 Series ★★★☆	325d M Sport £33705 218 132 36 325d SE £31275 218 129 35	
3.0 BifDi 320 quattro SE E46465 326 159 43  A6 AVANT 5dr estate A capable stress buster, bifDi a quant killer	3.0 TOI 245 quettro SE £38370 241 169 33 3.0 TOI 245 quettro S line £40770 241 169 34 3.0 TOI 245 q'ttro S line Plus £43270 241 169 34	1180 SE	335d aBrive Luxury E41/20 313 145 43 335d aBrive N Sport E41520 313 145 43 ActiveHybrid 3 Luxury E43900 306 141 39	
3.0 BiTDI 320 quattro Black Ed. £53330 316 169 44 3.0 BiTDI 320 quattro S line £51840 316 164 43	3.0 Bi T01 313 305 £44785 309 174 41 07 5dr 4x4 Seven yeart SUV Teels its bulk, A BMW X5 or	120i Sport £23825 134 136 21 120i H Sport £25625 134 139 22	ActiveHybrid 3 M Sport £43700 306 141 39 ActiveHybrid 3 SE £41385 306 139 38	
3.0 TDI 218 Black Edition E45185 215 130 35 3.0 TDI 218 quattro Black Edn E46967 215 144 40 3.0 TDI 218 quattro S line E44770 215 138 39	Land Rover is better ★★★☆☆ 3.0 T0/ 204 S line Plus \$51155 201 189 37 3.0 T0/ 245 S line Plus \$52585 237 195 41	125i H Sport E26905 215 157 28 M635i E31730 315 188 37 Il6d SE E21710 114 94 15	316:ES E24255 134 138 23 316:SE E25105 134 138 23 316:Sport E25405 134 138 23	
3.0 TDI 218 quattro SE E42245 215 138 39 3.0 TDI 272 quattro Black Edn E48520 268 144 42 4.0 TFSI 560 RS6 E78790 552 223 50	2.0 TDI 245 S Line Sport Editi £55585 237 195 41 3.0 TDI 245 S Line Style Editi £54085 237 195 41 4.2 TDI 340 S line Plus £62220 335 242 46	Tied ED Plus         EZZ560         Tit 89         15           116d Sport         EZZ710         Tit 103         Tit           116d W Sport         EZ4410         Tit 106         Tit 106	320 SE E27270 181 148 30 320 Sport £27570 181 148 30 320 Luxury £29805 181 151 31	Porsche Macan From £43,000
4.0 TFS1 450 S6 E58545 429 219 47 2.0 TDI 190 Ultra SE E34345 187 118 32	4.2 TDI 340 S Line Sport Editi £65220 335 242 47 4.2 TDI 340 S Line Style Editi £63720 335 242 47	T18d SE EZZ855 148 104 19 118d Sport EZ3855 148 109 19	320i M Sport E29605 181 151 31 320i xDrive SE E28805 181 159 30	
2.0 TDI 190 Ultra S line E 36870 187 119 33 2.0 TDI 190 Ultra Black Edta E 39045 187 124 33 3.0 TDI 218 SE E40485 215 125 34	3.0 T0l 204 SE £43895 201 189 35 2.0 T0l 204 S line £46655 237 189 36 3.0 T0l 245 S line £48085 237 195 40	118d M Sport E25555 148 114 29 120d Sport E25305 187 114 24 120d M Sport E27005 187 118 25	320i xDrive Sport £29105 181 159 30 320i xDrive Luxury £31305 181 162 31 320i xDrive M Sport £31105 181 162 31	
3.0 TDI 218 3 line £43010 215 125 35 3.0 TDI 272 quattro SE £43805 268 138 41	4.2 TBI 340 5 line £57720 335 242 45 TT 2dr coupé TT finds its arogo at last. Drive experience	120d xBrive M Sport E 39055 187 124 24 120d xBrive Sport E 28355 187 119 24	328i SE E30470 242 149 35 328i Sport E30770 242 149 34	
3.0 TDI 272 quattro S line £46331 268 138 42 3.0 BiTDI 320 quattro S £ £48515 316 164 43 A6 ALL ROAD 5drestate Rogel 4x4 86 Even more	now an equal to the obvious prestige *** * 2.0 TFS1 Sport £29915 228 141 15 2.0 TFS1 Sport quarter £32860 228 153 37	1254 M Sport £30300 221 121 30 2 SERIES 2dr coupé Aproper compact coupé new. M235is one of the best BIM's period ************************************	328 Lunury £33005 242 151 36 328 M Sport £32805 242 151 36 335 Lunury £38465 302 188 38	
pricey ***** 3.0 TDI 218 quattro E45755 215 149 39	2.0 TFS1 5 line £32465 228 141 35 2.0 TFS1 5 line quattro £35410 228 153 38	2256 M Sport	335i N Sport £38265 302 188 38 M3 £56595 425 204 45	
3.0 TDI 272 quattro £47315 268 149 42 3.8 TDI 272 quattro Sport £51015 268 149 42	2.0 TFSI 310 quettro TTS	220i M Sport         E27545         215 149 26           228i M Sport         E28410         242 155 30           M235i         E34540         326 189 39	316d SE £27125 114 109 20 316d Sport £27425 114 109 20	
3.0 BifDi 320 quattro E52125 316 172 44 3.0 BifDi 320 quattro Sport E55825 316 172 43 A7 SPORTBACK 5dr habch A good mit of https://	TT ROADS TER 2dropen Takes the edge of the 11's fine looks - but still highly competent *** *** ** 2.0 TDE ultra 184 \$ line £34545 181 114 36	2186 SE E24415 141 119 20 2186 Sport £25415 141 119 20 2186 M Sport £26765 141 123 21	318d SE 528375 141 119 24 318d Sport 528675 141 119 24 318d Luxury 530875 141 122 25	
practicality and drives reward ****** 3.0 TFSI 333 quattro S line £53045 328 182 44	2.0 T0f altra 184 Sport £31995 181 114 35 2.0 TFS1 230 quattro S line £37595 228 158 39	220d Sport E27015 181 112 26 220d N Sport E28365 181 115 27	318d M Sport £30675 141 122 25 320d Efficient Dynamics £29475 161 109 31	A staggering concoction — especially the underbonnet
3.0 TFSI 333 quattro Black Edi E55395 328 182 44 3.0 TDI 218 Ultra SE Exec E45915 215 124 37 3.0 TDI 218 Ultra S line E48705 215 128 38	2.0 TFSI 230 guattre Sport £35H45 228 158 38 2.0 TFSI 230 5 line £34650 228 144 38 2.0 TFSI 230 5port £32100 228 144 37	2 SERIES Zdr open Doesn't quile replicate the coupe's werve, but still good ★★★☆ 220d N Sport £31315 181 124 27	320d SE £29475 181 120 31 320d Sport £29775 181 120 31 320d Lucury £31975 181 123 32	contribution. Suffers from tunnel vision, though. ***
3.0 TDI 218 quattro SE Executi E47670 215 138 41 3.0 TDI 218 quattro S line E50480 215 142 41	2.0 TEST 310 TTS £41130 306 173 43 R8 2dr coupé (kahle, but no less involving and dramat	220d Sport E29965 181 121 27 220i M Sport E30530 215 161 29	320d M Sport £31775 181 123 32 320d aDrive Sport £31275 181 128 30	
3.0 TDI 218 quattro Black Edit ES2839 215 142 42 3.0 TDI 272 quattro SE Executi ES0255 268 138 43 3.0 TDI 272 quattro S line E53060 268 142 43	ic for it. V10 ic bratal ****** 4.2.151.400.V0 £93185 424 332 50 5.2.151.525.V0 £11.4885 518 346 50	220i Sport £29180 215 157 28 228i M Sport £31550 242 163 33 M235i £37715 326 199 40	320d sDrive Luxury £33475 181 128 31 320d sDrive M Sport £33275 181 128 31 330d SE £34675 255 129 38	
3.0 TDI 272 quattro Black Edit £55410 268 142 44 3.0 BiTDI 320 quattro S line £5673) 316 167 45	5.2 FSI 550 V10 Plus £126885 543 346 50 R8 SPYDER 2dr open Great noise, and loses little of	220i-Laxury £30180 215 161 28 220d-Luxury £30965 181 124 27	330 d Luxury £37305 255 131 38 330 d M Sport £37105 255 131 38	ACC STORY AND ADDRESS OF THE PARTY OF THE PA
AB 4dr saloom Stylish, comfortable and solid. Acon- vincing exect saloon ***	The coupe's poise ★★★★ 17 4.2 F3/430 ¥8 £102425 424 237 50 52 F3/525 ¥10 £123535 518 349 50	2 SERIES ACTIVE TOURER 5dr mpv FM6rs bout drive hatch is a proper contender ★★★☆ 220i M Sport £27540 189 142 20	330d sDrive SE E36305 255 137 40 330d sDrive Luxury £38805 255 139 41 330d sDrive N Sport £38605 255 139 41	1304210
3.0 TDI 258 quattro SE Exec	MONO 2dropen An F-22 Raptor for the poad thely	238 SE	3 SERIES 5dr towning More of the same. Less of a wow factor, but still as good as at gets. ★★★★ 316i ES £25570 136 142 23	
3.0 TFS1 310 quattro SE Exec	better built ****	218i M Sport E25475 134 120 14 220i Sport E25775 189 137 20	316i SE E26420 136 142 23 316i Sport E26720 136 142 23	Alpina XD3 Biturbo From £54,000
4.0 TFSI 435 quattro SE Exec L E76160 429 216 49 4.0 TFSI 435 quattro Sport Exe E79760 429 216 49 4.0 TFSI 520 S8 E80735 513 216 49	BENTLEY CONTINENTAL GT 2dr coapé Abrilliant Audi	220i Luxury         £26525         189         137         26           225i xDrive Luxury         £31175         227         148         23           225i xDrive M Sport         £32210         227         152         24	320d EfficientDynamics E 30775 161 114 31 320d EfficientDynamics Busines E 31475 161 114 31 320d Sport E 31075 181 125 31	judged to perfection. Price to match, though.
6.3 W12 500 quattro L £97920 493 254 50	38 inspired reboot ★★★☆ 6.0 W12 GT Speed £151100 616 338 50	216d SE	320d allrive SE         £32405         181         133         30           320i SE         £28570         181         150         30           320i xBrive Laxary         £32605         181         163         31	
3.0 TDI 258 quattro SE Esec L 666158 247 158 46 3.0 TDI 258 quattro Sport Esec 665785 254 156 46	4.0 V8 \$ £139000 521 246 50 6.0 W12 £136710 567 385 50	218d SE	320i xūrive M Sport E 32405 181 163 31 320i xūrive SE E 30105 181 160 30	
3.0 TDI 258 quattro Sport Ex 1 669750 254 158 47 4 2 TDI 385 quattro SE Erec £72835 388 189 50 4 2 TDI 385 quattro SE Ex 1 £76880 346 190 50	brilliant Andi V8 inspired reboot ★★★★☆	2384 Luxury	320i xBrive Sport £30405 181 160 30 325d Luxury £35205 215 137 36 325d M Sport £35005 215 137 36	(43.0)
4.2 TDI 385 quattro Sport Exec £76390 380 194 50 4.2 TDI 385 quattro Sport Ex L £80355 380 197 50	4.0 V8.5 £152900 521 254 50 6.0 W12 Speed £167900 616 347 50	220d Lusury £28005 187 115 21 220d M Sport £29005 187 119 21	325d SE £32705 215 134 35 328i SE £31805 242 159 35	
0.3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★☆ 1.4 TFS: 150 SE £25380 138 128 19	MULSANNE 4drsaloon Elforlless and graceful Great driving position **** *** ☆ 6.75 ¥8 £224700 505 393	2204 xBrive Sport £30305 187 122 20 2204 xBrive Luxury £31055 187 122 21 2204 xBrive M Sport £32055 187 127 21	328i Sport E32105 242 159 34 330d sDrive SE E37620 255 142 40 335d sDrive Luxury F43055 309 151 43	
1.4 TFSI 150 S line E28060 128 121 20 2.0 TFSI 180 quattro SE E29640 176 152 27	FLYING SPUR 4dr saloon Agenume hoxny saloon. Superb inside: As it should be ***	2 SERIES GRAN TOURER 5dr mpv Seven seat MPV worthy - but expensive. And weird * * * * *	335d aDrive M Sport E42855 309 151 43 325i Luxury E39765 302 192 37	A.J. COT 5 C44.000
2.0 TPS1 180 quettro S line £32190 176 155 27 2.0 TPS1 180 quettro S li Plus £34540 176 161 28 2.5 TPS1 340 quettro RS £45540 235 200 27	6.0 W12 £140900 616 343 50	218: SE	335i M Sport £39565 302 192 38 320i Sport £2887ii 181 150 30 320i Luxury £21105 181 153 31	Serious ground-covering ability with the bi-turbo engine



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SE SE 320i M Sport	£ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £	<b>8 ≣</b> 1 153 31	9 ₩ 430d xDrive M Sport	E42460 255 142 40	5 SERIES TOURING 5dr e			XDrive35d M Sport	£ £ 8 8 E	SECHEVROLET	Price Bhp CO <sub>2</sub> Insur	2.0 HDi 160 Excl.	£ £	<b>8 2 2</b> 161 133 25
328i Luxury	£34305 24	2 162 36	435d xDrive Luxury	£45245 308 147 41	package. 520d the best	***	<b>★</b> ☆	X4 5dr 4x4 A downsized X6. Re	spectable enough, but	CORVETTE 2dr coupé Left-h		DS3 3dr hatch Jack of all tr	ades, master o	of none. Nice
328i M Sport 316d ES		2 162 36 4 116 20	435d xDrive M Sport 4 SERIES 2dr open A quali	£45745 308 147 41 ty product to be sure, but	518d M Sport 530d Luxury		141 127 31 241 144 43	the cheaper X3 is a better option xDrive20d SE	★★★☆☆ £36895 187 142 31	Serious engine for the money 6.2 V8	★★★★☆ £69810 460 279 50	styling 1.2 PureTech 82 DSign	★★★★ £13295	81 104 9
316d SE		4 116 20	some of the verve has gone wit	n the roof ★★★☆☆	535d Luxury		308 149 45	xDrive20d xLine	£38395 187 142 31	6.2 V8 Convertible	£74410 460 283 50	1.2 PureTech 82 DSign Ice		81 107 11
316d Sport 318d SE		4 116 20 1 124 24	420d Luxury 420d M Sport	£39880 181 137 31 £40380 181 137 31	535i Luxury 535i M Sport		302 179 42 302 179 42	xDrive20d M Sport xDrive30d xLine	£39895 187 142 31 £45195 255 156 40	CHRYSLER		1.2 PureTech 110 DStyle S-S 1.2 PureTech 110 DStyle Ice S-		109 107 19 109 107 17
318d Sport 318d Luxury		1 124 24 1 127 25	420d SE 420d Sport	£37380 181 133 30 £38880 181 137 30	520i SE 520i Luxury	£35365 £38165	181 157 36 181 162 37	xDrive30d M Sport xDrive35d M Sport	£46695 255 156 40 £49295 308 157 43	GRAND VOYAGER 5dr mpv equipped. Not good to drive	Spacious and well  ★★★☆☆	1.6 VTi 120 DStyle auto 1.6 THP 165 DStyle Ice S-S		118 150 16 161 129 26
318d M Sport	£31975 14	1 127 25	428i Luxury	£40220 242 163 36	520i M Sport	£38165	181 162 37	X5 5dr 4x4 Very comfortable a	nd capable . Although the	2.8 CRD SR	£30310 161 207 32	1.6 THP 165 DSire S-S	£18100 1	161 129 24
320d SE 320d Luxury		1 125 31 1 128 32	428i M Sport 428i SE	£40720 242 163 37 £37720 242 159 36	528i SE 528i Luxury		242 149 40 242 154 41	bling M50d should be avoided xDrive50i SE	★★★★☆ £60670 402 224 49	2.8 CRD Ltd	£36310 161 207 34	1.6 THP 165 DSport S-S 1.6 THP 165 Ultra Prestige		161 129 26 161 129 27
320d M Sport	£33075 18	1 128 32	428i Sport	£39220 242 163 36	528i M Sport	£41730	242 154 41	xDrive50i M Sport	£64800 402 226 49	CITROEN		1.6 e-HDi 90 Air' DStyle	£15820	91 95 16
320d xDrive Sport 320d xDrive Luxury		1 133 30 1 133 31	430d M Sport 435i Luxury	£45700 255 144 41 £45685 302 194 39	518d SE 518d Luxury		141 122 30 141 127 31	X5M sDrive25d SE	£90180 567 258 50 £43745 215 149 41	C-ZERO 5dr hatch Well-engin Too expensive	eered electric city car.  ★★☆☆	1.6 e-HDi 90 DStyle Ice 1.6 BlueHDi 120 DSire		91 95 19 118 94 25
320d xDrive M Sport	£34705 18	1 133 31	435i M Sport	£46185 302 194 39	520d SE	£34565	181 122 33	sDrive25d M Sport	£47680 215 151 42	49kW	£26216 66 0 28	1.6 BlueHDi 120 DSport	£19295 1	118 94 24
330d SE 330d Luxury		5 135 38 5 138 38	M4 420i SE	£61150 425 213 45 £34910 181 154 30	520d Luxury 520d M Sport		181 127 34 181 127 34	xDrive25d SE xDrive25d M Sport	£46050 215 154 42 £50750 215 156 42	C1 3dr hatch The cheapest of to noisy and basic	he Aygo triplets. Cute, but ★★★☆☆	1.6 BlueHDi 120 Ultra Prestige DS3 CABRIOLET 2dr ope		118 94 24 t topper.
330d M Sport		5 138 38	420i Sport	£36410 181 158 31	525d SE		215 136 39	xDrive30d SE	£48850 241 156 44	1.0 VTi 68 Touch	£8345 67 95 6	Retains its cuteness	****	
330d xDrive Luxury 330d xDrive M Sport		5 145 41 5 145 41	420i Luxury 420i M Sport	£37410 181 158 31 £37910 181 158 31	525d Luxury 525d M Sport		215 141 40 215 141 40	xDrive30d M Sport xDrive40d SE		1.0 VTi 68 Feel 1.0 VTi 68 Flair	£9595 67 95 6 £10285 67 95 7	1.2 PureTech 110 DStyle S-S 1.2 PureTech 82 DSign		109 107 20 81 112 12
3 SERIES GT 5dr hatch H			425d SE	£39240 218 138 34	530d SE 520d M Sport		241 139 43	xDrive40d M Sport		1.0 VTi 68 Airscape Feel	£10595 67 95 7 £10535 67 88 7	1.6 BlueHDi 120 DSport		118 94 26
meets 3-Series talent. Duller bi 318d M Sport	£33525 14	1 122 25	425d Sport 425d Luxury	£40755 218 143 34 £41755 218 143 34	530d M Sport 535d M Sport	£51120	241 144 43 308 149 45	<b>X6 5dr 4x4</b> The world's first off	f-road coupé, but	1.0 VTi 68 Flair S-S 1.0 VTi 68 Airscape Flair S-S	£11535 67 88 7	1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S	£21095 1	161 129 27 161 129 29
318d SE 320i M Sport		1 122 24 1 155 31	425d M Sport 430d Luxury	£42255 218 143 35 £45200 255 144 40	5 SERIES GT 5dr hatch Fin four. Poor ride and steering	ne cabin, but ★★★		appearance makes it difficult to le xDrive50i SE	ove ★★★☆☆ £63320 443 225 49	1.2 PureTech 82 Flair C1 5dr hatch The cheapest of the	£10635 81 99 11 he Aygo triplets. Cute, but	1.6 VTi 120 DStyle auto 1.6 e-HDi 90 DStyle		118 154 18 113 95 20
320i SE	£29905 18	1 155 31	435d xDrive Luxury	£49100 308 155 42	530d SE	£46965	241 157 43	xDrive50i M Sport	£67450 443 227 50	noisy and basic	***	DS4 5dr hatch Jack of all tr	ades, master o	of none. Nice
320i xDrive Luxury 320i xDrive M Sport		1 165 31 1 165 31	435d xDrive M Sport 4 SERIES GRAN COUPE	£49600 308 155 42 4dr saloon A prettier 3	535i Luxury 535i M Sport		302 192 44 302 192 44	X6M xDrive30d SE		1.0 VTi 68 Feel 1.0 VTi 68 Flair	£9995 67 95 6 £10685 67 95 7	styling 1.6 e-HDi 115 DSign	★★★↓ £19425 1	<b>&amp;☆</b> 113 113 18
320i xDrive SE	£31405 18	1 165 31	Series. Very good, but not bette	r.★★★★☆	550i Luxury	£59515	402 214 46	xDrive30d M Sport	£56100 258 159 45	1.0 VTi 68 Airscape Feel	£10995 67 95 7	1.6 VTi 120 DSign	£17855 1	118 144 14
320i xDrive Sport 328i SE		1 165 31 2 157 35	420d M Sport 420d xDrive SE	£35495 181 119 30 £33995 181 121 29	550i M Sport 520d SE		402 214 46 181 148 33	xDrive40d SE xDrive40d M Sport	£54060 313 163 46 £58760 313 165 47	1.0 VTi 68 Flair S-S 1.0 VTi 68 Airscape Flair S-S	£10935 67 88 7 £11935 67 88 7	1.6 VTi 120 DStyle 1.6 THP 160 DStyle Au		118 144 15 161 178 21
330d xDrive M Sport	£41470 25	8 144 41	420i SE	£30125 181 149 29	520d Luxury	£40845	181 144 34	M50d	£67175 381 174 50	1.2 PureTech 82 Flair	£11035 81 99 11	1.6 THP 200 DSport	£23840 1	197 149 31
320i Sport 320i Luxury		1 155 31 1 155 31	420i Sport 420i Luxury	£31660 181 153 29 £32660 181 153 29	520d M Sport 530d Luxury		181 144 34 241 153 44	Z4 ROADSTER 2dr open Cl cruiser than sports car	assy roadster. More ★★★☆☆	C3 5dr hatch Comfortable and fun	Well-priced but not much  ★★★☆☆	1.6 e-HDI 115 DStyle 1.6 e-HDI 115 DStyle ETG6		113 113 18 113 114 17
328i Sport	£34105 24	2 157 36	420i M Sport	£33160 181 153 30	530d M Sport	£49765	241 153 44	2.0 sDrive18i	£27740 154 159 33	1.2 PureTech 82 Selection	£13865 81 107 12	2.0 HDi 135 DStyle	£21900 1	134 130 21
328i Luxury 328i M Sport		2 157 36 2 157 36	420i xDrive SE 420i xDrive Sport	£31660 181 161 30 £33160 181 164 30	535d Luxury 535d M Sport		295 154 46 295 154 46	2.0 sDrive18i M Sport 2.0 sDrive20i		1.6 e-HDi 90 Selection 1.0 PureTech 68 VT	£15740 89 95 18 £11075 67 99 8	2.0 HDi 160 DStyle 2.0 HDi 160 DSport		161 130 23 161 130 24
335i Luxury		2 189 38	420i xDrive Luxury	£34160 181 164 30	7 SERIES 4dr saloon Refine			2.0 sDrive20i M Sport		1.0 PureTech 68 VTR+ 1.2 PureTech 82 VTR+	£12495 67 102 9 £13515 81 107 12	DS5 5dr hatch Design marvi function so well		
335i M Sport 318d Sport	£40815 30 £32275 14	2 189 38 1 122 24	420i xDrive M Sport 428i SE	£34660 181 164 31 £33520 245 154 33	760 gets sublime V12 ActiveHybrid 7 M Sport	★★★ £71475	459 158 48	2.0 sDrive28i M Sport 3.0 sDrive35i M Sport		1.6 VTi 120 Excl. Au	£13515 81 107 12 £16250 118 150 19	1.6 THP 200 DSport	£28920 1	197 155 27
318d Luxury 320d SE		1 122 24 1 130 30	428i Sport 428i Luxury	£35020 245 156 34 £36020 245 156 34	740i SE 740li SE		316 184 46 316 184 46	3.0 sDrive35iS DCT 6 SERIES GRAN COUPE 4	£45955 335 211 43 dr saloon Back door	1.4 HDi 70 VT 1.4 HDi 70 VTR+	£13230 67 99 10 £14590 67 101 10	1.6 e-HDi 115 DStyle ETG6 1.6 BlueHDi 120 DSign		113 114 18 113 102 21
320d Sport	£33375 18	1 130 30	428i M Sport	£36520 245 156 34	740i M Sport	£66955	316 184 46	proves a brilliant visual coup	****	1.4 e-HDi 70 VTR+ ETG	£15210 67 87 10	1.6 BlueHDi 120 DStyle	£25890 1	113 105 22
320d Luxury 320d M Sport		1 130 30 1 130 30	435i Luxury 435i M Sport	£41870 306 193 36 £42370 306 193 36	740Li M Sport 750i SE		316 184 47 443 199 48	640i SE 640i M Sport		1.6 e-HDi 90 VTR+ 1.6 e-HDi 90 Excl.	£15390 89 95 18 £16240 89 95 18	2.0 HDi 160 DStyle 2.0 HDi 160 DSport		161 128 24 161 128 24
325d SE	£34305 21	5 136 34	418d SE	£31695 141 122 23	750i M Sport	£76795	443 199 49	650i M Sport	£72390 444 206 50	C3 PICASSO 5dr mpv Quirk	y small MPV. Cheap and	2.0 BlueHDi 180 DSport	£31580 1	178 118 30
325d Luxury 325d M Sport		5 136 34 5 136 34	418d Sport 418d Luxury	£33195 141 127 24 £34195 141 127 24	760Li SE 760Li M Sport		537 314 50 537 314 50	M6 640d SE	£94750 552 231 50 £62295 309 147 48	useful. 1.4 VTi 95 VT	★★★★☆ £13080 94 145 10	2.0 Hybrid4 200 DSport 2.0 Hybrid4 200 DStyle		200 102 28 200 102 27
330d SE	£37705 25	8 137 40	418d M Sport	£34695 141 127 24	730d SE	£58275	255 148 45	640d M Sport	£65930 309 152 49	1.6 HDi 90 Excl.	£17330 91 107 12	BERLINGO MULTISPACI	E 5dr mpv Lik	keable,
330d Luxury 330d M Sport		8 137 40 8 137 41	420d SE 420d Sport	£32495 181 111 29 £33995 181 119 29	730Ld SE 730d M Sport		255 148 46 255 148 46	6 SERIES 2dr coupé Great et GT than sports car	ngines and interior. More  ★★★☆	1.6 HDi 90 VTR+ 1.6 VTi 120 Excl.	£16230 91 107 12 £17095 118 149 13	practical van-based MPV 1.6 VTi 95 VT	£13285	97 155 5
330d xDrive SE		8 144 40	420d Luxury	£34995 181 119 30	730Ld M Sport		255 148 46	640i SE		1.6 VTi 120 Excl. ETG6	£17815 118 137 13	1.6 HDi 75 VTR		74 135 4 89 135 8
330d xDrive Luxury 335d xDrive Luxury		8 144 40 3 149 42	420d xDrive Sport 420d xDrive Luxury	£35495 181 129 30 £36495 181 129 30	740d SE 740d M Sport		309 149 47 309 149 48	640i M Sport 650i M Sport		1.6 VTi 120 VTR+ ETG6 1.4 VTi 95 VTR+	£16715 118 137 13 £15145 94 145 10	1.6 HDi 90 Plus Sp. Ed 1.6 HDi 90 VTR		89 135 7
335d xDrive M Sport  13 5dr hatch Superb really, b	£44370 31:		420d xDrive M Sport 430d Luxury	£36995 181 129 30 £40445 255 139 39	ActiveHybrid 7 SE ActiveHybrid 7L SE		459 158 47 459 158 48	M6 640d SE	£92350 552 231 50 £62295 309 143 48	1.6 HDi 115 Excl. C4 5dr hatch Good looking, bu	£18050 107 119 15	1.6 e-HDi 90 VTR ETG6 1.6 HDi 90 XTR		89 120 9 89 135 8
the usual electric car practical	ity issues 🖈 🖈 🕆	<b>★★☆</b>	430d M Sport	£40945 255 139 40	ActiveHybrid 7L M Sport	£74575	459 158 48	640d M Sport	£65895 309 147 48	latest rivals	****	1.6 e-HDi 90 XTR ETG6	£17525	89 120 9
i3 EV i3 EV Range Extender	£30980 16 £34130 16		430d xDrive Luxury 430d xDrive M Sport	£41960 255 145 39 £42460 255 145 39	X1 5dr 4x4 Odd SUV best as re drive, poor cabin finish	ar-wheel dr		6 SERIES CONVERTIBLE and interior. More GT than sports		1.6 e-HDi 115 Excl. ETG6 1.6 e-HDi 115 VTR+ ETG6	£20965 110 101 18 £19565 110 95 18	1.6 HDi 115 XTR C4 PICASSO 5dr mpv Plu:		107 134 10 improved
4 SERIES 2dr coupé More	talented GT than	brilliant	435d xDrive Luxury	£45245 308 150 41	xDrive 25d xLine	£32540	215 154 26	650i M Sport	£77990 402 213 50	1.4 VTi 95 VTR	£14240 94 140 12	dynamic make for a better car	***	k☆
B-road steer. Very comely thou 430d M Sport	gh * * * * £40945 25		435d xDrive M Sport 5 SERIES 4dr saloon No lo	£45745 308 150 41 nger a handling bench-	xDrive 20i SE xDrive 20i Sport		181 176 28 181 176 28	640i SE 640i M Sport	£65330 315 179 50 £68630 315 184 50	1.6 VTi 120 VTR+ 1.6 THP 155 Excl. ETG6	£17395 118 143 16 £20195 154 148 22	1.6 VTi 120 VTR 1.6 VTi 120 VTR+		118 145 14 118 145 15
420i SE	£30125 18	1 144 30	mark. Superb interior	****	xDrive 20i xLine	£29285	181 179 28	M6	£97300 552 239 50	1.6 HDi 90 VTR	£16355 91 104 15	1.6 THP 155 Excl.	£21320 1	154 139 22
420i Sport 420i Luxury	£31625 18 £32625 18	1 146 30 1 146 30	530d Luxury 535i M Sport	£44255 241 139 43 £44745 302 179 42	xDrive 20i M Sport sDrive 16d SE		181 179 28 114 128 18	640d SE 640d M Sport		1.6 HDi 90 VTR+ 1.6 e-HDi 115 VTR+	£18105 91 104 16 £18965 110 97 18	1.6 THP 155 Excl.+ 1.6 HDi 90 VTR		154 142 22 91 110 15
420i M Sport	£33125 18	1 146 30	520i SE	£33130 181 149 36	sDrive 18d SE	£25330	141 128 22	18 2dr coupé The world's first o	off-road coupé, but	1.6 e-HDi 115 Excl.	£20365 110 100 18	1.6 HDi 90 VTR+	£19710	91 110 15
420i xDrive SE 420i xDrive Sport	£33160 18	1 163 30	520i Luxury 520i M Sport	£35965 181 154 37 £35965 181 159 37	sDrive 18d M Sport	£28330	141 128 22	appearance makes it difficult to le 1.5		2.0 HDi 150 Excl. C4 CACTUS 5dr hatch	Interesting and novel,	1.6 e-HDi 90 VTR+ ETG6 1.6 e-HDi 115 VTR+	£20510 1	91 98 15 113 105 18
420i xDrive Luxury 420i xDrive M Sport	£34160 18	1 163 31		£36695 242 142 40 £39495 242 147 41	xDrive 18d SE	£26830	141 144 22 141 144 22	CADILLAC		but typically flawed to drive 1.2 PureTech 75 Touch	★★★☆☆ £12990 74 105 9	1.6 e-HDi 115 VTR+ ETG6	£21010 1	113 104 18 113 105 17
428i SE	£33520 24	2 154 33	528i M Sport	£39530 242 152 41	xDrive 18d xLine	£28830	141 144 22	CTS-V 2dr coupé A genuine ri		1.2 PureTech 82 Touch	£13490 81 105 9	1.6 e-HDi 115 Excl.+	£24210 1	113 105 18
428i Sport 428i Luxury	£35020 24:		535i Luxury 550i Luxury	£44690 302 174 42 £57615 402 199 46	xDrive 18d M Sport sDrive 20d Efficient Dynamics	£29830 £26760	141 144 22 161 119 24	supercars 6.2 V8	★★★★☆ £68957 556 365 50	1.2 PureTech 82 Feel 1.2 PureTech 82 Flair	£14690 81 105 9 £16090 81 107 10	2.0 Blue HDi 150 Excl. 2.0 Blue HDi 150 Excl. +		148 102 24 148 105 24
428i M Sport	£36520 24	2 156 34	550i M Sport	£57915 402 206 46	sDrive 20d Eff. Dyn. Business	£28160	181 119 24	CTS 4dr saloon Sharp-looking	big saloon needs a	1.2 PureTech 110 Feel S-S	£15890 109 107 15	<b>GRAND C4 PICASSO 5di</b>	r <b>mpv</b> Plushne	ess and an
435i Luxury 435i M Sport			ActiveHybrid 5 SE ActiveHybrid 5 Luxury	£47790 335 149 44 £48825 335 159 44				diesel. CTS-V is excellent 3.0 V6 E'gnce auto	★★☆☆☆ £40897 272 229 44	1.2 PureTech 110 Flair S-S 1.6 BlueHDi 100 Touch	£17290 109 107 16 £15490 99 87 18	improved dynamic make for a b		<b>★★☆</b> 118 145 13
M4	£57055 42	5 204 42	ActiveHybrid 5 M Sport	£50625 335 163 44	sDrive 20d M Sport	£29760	181 129 25	3.6 V6 AWD Sp. Luxury	£46977 307 247 44	1.6 BlueHDi 100 Feel	£16690 99 87 18	1.6 VTi 120 VTR+	£20720 1	118 145 13
420d SE 420d Sport	£32495 18 £33995 18	1 111 29 1 119 30	4.4 V8 M5 518d SE	£73970 552 232 48 £30865 141 114 30			181 145 24 181 145 25	3.6 V6 Sp. Luxury 6.2 V8 V	£45241 307 241 44 £65766 557 365 50	1.6 BlueHDI 100 Flair 1.6 e-HDi 92 Feel ETG6	£18090 99 89 18 £16890 89 92 16			154 139 21 154 142 22
420d Luxury	£34995 18	1 119 30	518d Luxury	£33665 141 119 31	xDrive 20d xLine	£30260	181 145 25			1.6 e-HDi 92 Flair ETG6	£18290 89 94 16	1.6 e-HDi 90 ETG6 VTR	£20850	91 98 15
420d M Sport 420d xDrive SE	£35495 18 £33995 18		518d M Sport 520d SE	£33665 141 124 31 £32365 181 114 33		£31260 £33540	181 145 25 215 154 27	CATERHAM SEVEN 2dr open Pound for po	ound, still the most	C5 4dr saloon Spacious and co interesting Mondeo rival	omfy. An effective and  ★★☆☆	1.6 e-HDi 90 ETG6 VTR+ 1.6 e-HDi 115 VTR+		91 98 15 113 105 19
420d xDrive Sport	£35495 18	1 125 29	520d Luxury	£35165 181 119 34	X3 5dr 4x4 New X3 has an ap	pealingly or	ganic drive	compelling way to spend five figu	res ★★★★	1.6 HDi 115 VTR	£21670 107 125 20	1.6 e-HDi 115 Excl.	£23510 1	113 105 18
420d xDrive Luxury 420d xDrive M Sport	£36495 18 £36995 18			£35165 181 124 34 £36980 215 129 39		★★★ £31295	★☆ 141 131 26	1.6 270	£14995 80 114 - £19995 140	1.6 e-HDi 115 ETG6 VTR+ 2.0 HDi 160 VTR+	£23370 109 117 22 £24070 161 129 28			113 105 19 148 102 24
425d SE	£35430 21	5 131 33	525d Luxury	£39910 215 134 40	xDrive20d SE	£33295	181 142 30	2 0 240	C2200E 17E	2 N UNi 14N Evel	C2E470 141 120 2E	2.0 Blue HDi 150 Excl.+		148 105 25
425d Sport 425d Luxury	£36930 21 £37930 21		525d M Sport 530d SE	£39910 215 139 40 £41455 241 134 43			181 142 31 181 142 30	2.0 420 2.0 620R	£26995 210 £50000 311	C5 5dr estate Spacious and co interesting Mondeo rival	miry. An effective and  ★★★☆☆	DACIA		
425d M Sport	£38430 21	5 136 34	530d M Sport	£44270 241 144 43	xDrive30d SE	£40095	255 156 39			1.6 HDi 115 VTR	£22770 113 125 20			
430d Luxury 430d xDrive Luxury			535d Luxury 535d M Sport	£48920 308 143 45 £48920 308 148 45			255 156 40 255 156 40			1.6 e-HDi 115 ETG6 VTR+ 2.0 HDi 160 VTR+	£24470 107 117 22 £25180 161 133 28			89 116 6
430d Luxury	£40445 25	5 134 40	535d Luxury	£48920 308 143 45	xDrive30d M Sport	£43095	255 156 40			1.6 e-HDi 115 ETG6 VTR+	£24470 107 117 22	limitations are unavoidable	***	ľ

# THE BMW 318d M SPORT SALOON MONTHLY RENTALS FROM £299

(Plus initial rental\*)

2-  Content		Price Bhp	CO <sub>2</sub> g/km Insurance group	Make and Mode	Price	Bhp	CO <sub>2</sub> g/km Insurance group	Make and Model	Bhp	CO <sub>2</sub> g/km Insurance group	Make and Mode	Price	Bhp	CO <sub>2</sub> g/km	Incircance aroun
2.2 Inhabitors															
Medical Continues	i Laureate	£9795 89	99 10	1.2 GO	£16490	68	113 10	1.0T EcoBoost 125 Zetec S-S £16095	118	99 13	1.5 TDCi 120 Titanium X	£23295	118	8 98	- 11
15   Marchane   1505   69   155   1.5			pensive												
5.64 Ambiente	e Ambiance	£8395 89		1.3 MultiJet S	£17640	94	97 18	1.4 90 Studio £13095	89	139 7	1.6 TDCi 115 Zetec S	£20945	114	4 109	9 1
5.6  Laereste   E11995   99   115   0.7 halles filed   1715   0.1 h.   1.2 h.   1.															
An in the Challenge				0.9 TwinAir 85 Cult											
		p ***	☆☆	1.2 Pop S-S	£13690		113 9	1.6 TDCi 95 Zetec £16795	94		2.0 TDCi 185 ST-2	£23995	178		
Zecoss															
2	cess	£6995 74	135 4	1.3 MultiJet Lounge	£17490	94	97 18	The best supermini **	***	Ę.	Octavia carries more	***	tda	☆	
See   Companies															
	i Ambiance	£9595 84	99 11	out some of its missing substance	*	**	<b>*</b> *	1.0 80 Titanium S-S £14695	79	99 7	1.0T 100 Ecoboost Titanium X	£23195	99	109	9 10
\$ 46 W PS ACES S 200° \$ 1945 (1) 13 S 6 4 9 Pung S 12 S 91 S 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1															
\$4 for PSA Cases 400	singly convincing presence	****	¥	0.9 TwinAir Lounge											
\$4.00   Manhanex 400   \$1.995   107   \$5   10   \$4.95   \$1.95   \$4.95   \$1.95   \$4.95   \$1.95   \$4.95   \$1.95   \$4.9	v 105 Access 4WD	£11495 103	185 5	1.4 95 Pop Star	£15550	94	145 10	1.0T 125 E'boost TitaniumX S-S £16945	123	99 16	1.0T 125 Ecoboost Zetec S	£21445	123	3 110	0 14
\$4.00   \$1.0															11
1.2   December   1.2   Processing   1.2   Process	i 110 Laureate 2WD	£13495 106	130 11	1.4 120 Pop Star	£17195	118	159 10	1.25 60 Style £11895	59	120 4	1.5 TDCi 120 Zetec	£20895	118	8 98	-11
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## 26 County From Action Forms restricted has appeal unto 1. A white   18 County   1944   10.03   17   18   1.5   10.07   5 System   1949   1.0   12.25   1.5   1.0   1.	d appeal	****	t	1.3 Multijet 85 Trekking	£19140	83	114 7	1.6T 180 Ecoboost ST2 £18545	180	138 30	1.5T 182 Ecoboost Titanium X	£24920	180	0 128	3 14
Action   Company   Compa				1.6 Multijet 105 Pop Star											
Example	classic DNA	****	¥	1.6 Multijet 105 Trekking	£20140	103	122 15	1.5 TDCi 75 Zetec £14795	74	98 9	1.6 125 Titanium auto	£22445	123	3 146	6 14
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1.578   1.57	ith turbocharger	****	À.	1.6 Multijet 120 Trekking	£20640	118	120 17	1.6 TDCi 95 Zetec ECOnetic S-S £15495	94	87 12	1.6 TDCi 115 Zetec	£20795	114	4 109	9 16
23.00   1.50															
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\$45.5 \text{PIDER 2d ropen   the complete supercar. Miss.   \$4.9 \text{Pop Star 5st}   \$1580   94   16.9   16.10   16.645   10.3   18.1   2.0.1725   13.0   18.1   2.0.1725   15.0   18.1   17.0   18.1   17.0   18.1   1	Italia 💮 💮 💮	£178461 570	307 50	0.9 TwinAir 105 Pop Star 7st	£17330	103	112 11	The best supermini **	***	Ę.	2.0 TDCi 185 ST-2	£25095	178	8 110	34
1.4   1.5															
1.3 MultiLet 85 polary   1.2   1.5   1.6 MultiLet 185 polary   1.5   1.6 MultiLet 185 polary   1.7	world-class head turner	****	k	1.4 95 Lounge 5st	£17340	94	145 9	1.6 105 Zetec Powershift £15645	103	138 12	2.0T 250 Ecoboost ST-2	£25095	247	7 159	35
Second   S		£198906 510	215 50	1.3 MultiJet 85 Lounge 7st							2.0 TDCi 150 Titanium X	£25735	148	8 109	9 16
Source   S		tical and very	nearly	1.6 MultiJet 105 Pop Star 7st 1 6 MultiJet 105 Lounge 7st										ı. Prac	.tica
19.   Ministr   18.   Multilater   19.   Multilat	n	****	4	500x 5dr hatch Familiar styli	ng works	rather	well as a	1.0T 100 E'boost TitaniumX S-S £17045	99	99 11	1.5T EcoBoost 160 Zetec	£21345	158	8 134	
3. Multilet 75 4r4 Antarctica   15995   74   84   97   1. Multilatil 40 Cross   15995   13   - 1. 256 0 Style   13795   80   120   4   1. FTDC 1115 Zetec   22095   131   13   19 Twiniari 85 Lounge   11875   84   97   7   1. Multilatil 40 Cross Plus   18095   94   109   - 1. 5TDC 175 Style   113975   80   120   4   1. FTDC 1115 Zetec   22095   131   13   19 Twiniari 85 4x4   14   17   1. Multilatil 40 Cross Plus   20   18095   94   109   - 1. 5TDC 175 Style   11595   74   98   9   2. OTDC 1150 Style   221845   184   2. Zesy   11075   86   120   3   1. Multilatil 40 Cross Plus   20   18   - 1. STDC 175 Style   11595   74   98   9   2. OTDC 1150 Style   221845   184   2. Zesy   11075   86   120   3   1. Multilatil 40 Cross Plus   20   18   - 1. STDC 175 Style   11595   74   98   9   2. OTDC 1150 Style   221845   184   2. Zesy   11075   86   120   3   3   Multilatil 75 Group   12875   74   104   7   2. Multilatil 40 Cross Plus Will   221845   184   - 1. STDC 175 Style   12875   74   98   9   2. OTDC 1150 Style   221845   184   - 1. STDC 175 Style   12875   74   98   9   2. OTDC 1150 Style   221845   184   - 1. STDC 175 Style   11075   74   97   9   2. OTDC 1150 Style   221845   184   - 1. STDC 175 Style   21845   184   - 1. STDC 175 St															
	ultiJet 75 4x4 Antarctica			1.4 MultiAir 140 Lounge				1.25 60 Style £12495	59		1.6 TDCi 115 Style				17
1.9   Winding 185 644   1.1   4   7   1.3   Multitlet 95 Pop Star   2   109   109   108   109	rinair 85 Lounge	£11875 84	99 7	1.4 MultiAir 140 Cross Plus	£20345	138		1.5 TDCi 75 Style £14595	74	98 8	1.6 TDCi 115 Titanium	£23295	113	3 94	17 17
2.2 Lounge	rinair 85 4x4														
3. Multijet 75 Euonge	sy	£10175 68	120 4	1.6 MultiJet 120 Lounge	£20845	118		1.6 TDCi 95 Style ECOnetic S-S £15545	94	87 11	2.0 TDCi 150 Titanium	£23795	148	8 115	5 23
3. Multijet 75 Lavy E12375 74 104 7 2.0 Multitet 40 Cross MW E24095 118 147 - 3. Multijet 75 Lavy E12375 74 104 7 2.0 Multitet 40 Cross MW E24095 118 147 - 4. COOPER 5 fath atch Pumped up firestes lowly, but developing world origins show through ★★★★★☆ 1.57 Ecobost 160 Titanium E23780 158 3. Multijet 75 Trekking £14075 74 109 7 PUMTO 3dr hatch Multilair tech improves appeal and 1.01 Ecobost 125 Titanium E15995 123 125 11 1.5 Ti Ecobost 160 Titanium £23780 158 3. Multijet 75 Trekking £14075 74 109 7 PUMTO 3dr hatch Multilair tech improves appeal and 1.01 Ecobost 125 Titanium £16995 123 125 11 1.5 Ti Ecobost 160 Titanium £24365 113 19 Tivaniar 105 0 £15550 103 92 10 1.2 8V Easy £1175 68 126 6 1.5112 Titanium £16995 123 125 11 1.5 Ti Ecobost 160 Titanium £24365 113 19 Tivaniar 105 100 unge £14270 103 92 10 1.2 8V Easy £11875 81 26 6 1.5112 Titanium £16995 90 149 10 1.5 TiDC1115 Titanium £24365 113 19 Tivaniar 105 Color 184 99 10 10 3 9 10 1.4 8V Easy £11875 76 132 8 1.5 TiDC1 9 Titanium £1495 90 120 10 2.0 TiDC1150 Titanium £23045 114 114 114 114 114 114 114 114 114 1														8 107 8 115	
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1.9 Twinkin 105 Lounge	involving, to drive	***	À.	1.2 8v GBT	£11775	68	126 6	1.5 112 Titanium £14995	90	149 10	1.6 TDCi 115 Titanium	£24545	113	3 94	- 17
9. Finding   1.5   1.4   1.5   1.4   1.5   1.5   1.4   1.5   1.5   1.5   1.4   1.5   1.5   1.4   1.5   1.4   1.5   1.5   1.4   1.5   1.														3 94 8 107	
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2. Cult £1359 68 113 9 FORD  4. Flet Abarth 1 £1455 138 152 6 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet A 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 133 152 6 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 KA 3dr hatch An agile drive and energetic petrol engine.  5. Flet E 255 25 8 18 15 1 1. 51182 E 2500ost Titanium X 10 1 1. 51182 E 255 25 18 18 18 1 1. 51182 E 255 25 18 18 18 18 18 18 18 18 18 18 18 18 18	unge	£12440 68	113 6					1.0T 125 Ecoboost Titanium X £22595	123	108 14	1.5T 150 Titanium X Sport	£28345	148	8 143	3 20
## 4T-Jet Abarth				FORD										0 171 0 171	
3 Multi4ctult	Jet Abarth	£14255 133	155 26	KA 3dr hatch An agile drive and				1.5T 182 Ecoboost Titanium X £23820	180	137 14	1.5T 182 Ecoboost Titanium X A	£29545	180	0 171	1 21
3.Nulti_teUt							115 5		84 103	136 7 136 11	1.51 182 EDST TITANIUM X Sport 2.0 TDCi 150 Zetec 2WD	£32495 £22695	180	0 171 8 122	
ity car. Cab a better drive than hatch **** 1.2 Edge £9945 68 115 3 1.6125 Titanium auto £21345 123 146 14 2.0 TDC1150 Titanium XSport £30045 148 9.5 TwinAir 105 GO £18170 103 92 15 1.2 Zetec £10695 68 115 3 2.0 T 250 Ecoboost ST £22495 247 159 34 2.0 TDC1150 Zetec AWD £24195 148	ıltiJet Cult	£15990 94	97 14	1.2 Studio Connect	£9445	68	115 3	1.6 125 Style auto £18845	123	146 14	2.0 TDCi 150 Titanium 2WD	£24345	148	8 122	2 20
.9 TwinAir 105 GO £18170 103 92 15 1.2 Zetec £10695 68 115 3 2.0T 250 Ecoboost ST £22495 247 159 34 2.0 TDC1150 Zetec AWD £24195 148	ar. Cab a better drive than h	atch ★★★	★☆	1.2 Edge	£9945	68	115 3	1.6 125 Titanium auto £21345	123	146 14	2.0 TDCi 150 Titanium X Sport	£30045	148	8 122	2 21
	rinAir 105 GO	£18170 103	92 15	1.2 Zetec			115 3	2.0T 250 Ecoboost ST £22495	247	159 34	2.0 TDCi 150 Zetec AWD	£24195	148	8 135	5 20
	IOO LOUINGE 3 3	210010 103	/L 13	Atomom	211//3	00	110 3	LLS. Low Leadoust 31 L LLS773	271	10/33	2.0 IDOI IOO IILAMIDIII AMD	220073		. 133	



Ford Fiesta ST From £17,000
Given the long wait, this could have been a huge anti-climax. It isn't. Firm ride aside, it's brilliant. And cheap.



Mini Cooper S From £19,000
Came a hair's breadth from toppling the ST. Arguably the more well-rounded option but not quite as much fun.



3 Audi S1 From £25,000
Outright speed ensures the S1 grades highly; huge expense keeps it third. Dependably good rather than great. ★★★★☆



Peugeot 208 GTi From £19,000 Easy to live with, easy to enjoy and quick in a straight line, the 208 is the best GTi Peugeot has built in a decade. ★★★☆



Volkswagen Polo GTI From £19,000
New powertrain makes the Polo a contender. Short on frenzy but its usability is second to none. ★★★☆



# REARGUARDS

BUMPER TOP PAINT PROTECTORS



ALFA | AUDI | BMW | CHEVROLET | CITROEN | DACIA | DODGE | FIAT | FORD | HONDA | HYUNDAI | INFINITI | JAGUAR KIA | LAND ROVER | LEXUS | MAZDA | MERCEDES | MITSUBISHI | NISSAN | OPEL | PEUGEOT | PORSCHE | RENAULT ROVER | SAAB | SEAT | SKODA | SSANGYONG | SUBARU | SUZUKI | TOYOTA | VAUXHALL | VOLKSWAGEN | VOLVO



and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km
Make	Price Bhp CO <sub>2</sub> g/km Insurance g	Make	Price Bhp CO <sub>2</sub> g/km Insurance g	Make	Price Bhp CO <sub>2</sub> g/km Insurance (	Make	Price Bhp CO <sub>2</sub> g/km
-MAX 5dr mpv As fun to driv	£29095 177 135 22 e as it is easy to live with	ACCORD 4dr saloon Comfo		1.6 Style Au 1.4 CRDi 90 Class	£15960 123 154 10 £13835 89 119 9	3.0 V6 S-C Portfolio LWB 5.0 V8 S-C Supersport LWB	£76450 336 224 £95895 503 270 5
★ ★ ★ ☆ ☆ .OT 100 Ecoboost Zetec S-S .OT 125 Ecoboost Zetec S-S	£18695 99 117 10 £19195 123 117 13		★★★☆ £23200 154 159 23 £24120 154 159 24	IX 35 5dr 4x4 Classy, roomy dling. Very competitive 1.6 GDi S 2WD	cabin, predictable nan- ★★★☆ £17150 133 158 14	5.0 V8 S-C 550 XJR 3.0D V6 Luxury 3.0D V6 Luxury LWB	£92395 542 270 5 £56870 271 159 4 £59980 271 167 4
OT 100 Ecoboost Titanium S-S OT 125 Ecoboost Titanium S-S	£20195 99 117 10	2.0 i-VTEC ES GT Nav	£25320 154 159 24 £26580 154 162 24	1.6 GDI S B'Drive 2WD ISG 1.6 GDI SE 2WD	£17330 133 149 14 £18750 133 158 14	3.0D V6 Premium Luxury 3.0D V6 Premium Luxury LWB	£60670 271 159 4
OT 125 E'boost Titanium X SS 6 105 Zetec		2.4 i-VTEC EX	£27890 198 199 26 £30290 198 199 27	1.6 GDI SE B'Drive 2WD ISG 1.6 GDI SE Nav 2WD	£18930 133 149 14 £19800 133 158 14	3.0D V6 Portfolio 3.0D V6 Portfolio LWB	£67870 271 159 4 £70980 271 167 4
6T 150 Ecoboost Titanium S-S 6T 182 E'boost Titanium X SS	£20855 148 144 19	2.2 i-DTEC 150 ES	£25400 148 138 24 £26320 148 138 24	1.6 GDi SE Nav B'Drive 2WD IS 1.7 CRDi SE Nav 2WD		F-TYPE 2dr coupé Cheaper rigidity mean it's better too	
6 TDCi 115 Zetec 6 TDCi 115 Titanium	£19150 114 117 16 £20650 114 117 16	2.2 i-DTEC 150 ES GT Nav	£27520 148 138 24 £28795 148 141 25	1.7 CRDi Premium 2WD 1.7 CRDi Prem'Panorama 2WD	£23000 114 139 14	3.0 V6 3.0 V6 S	£53050 336 199 5 £60250 375 213 5
6 TDCi 115 Titanium X O TDCi 140 Titanium	£22650 114 117 16 £21725 138 129 20		£31195 148 141 26 £31435 177 147 28	1.7 CRDi S 2WD 1.7 CRDi SE 2WD	£18650 114 139 14 £20250 114 139 14	5.0 V8 R F-TYPE 2dr open Serious n	£85000 542 259 5 noney. But it buys a seriou
O TDCi 163 Titanium X RAND C-MAX 5dr mpv Fur		<b>ACCORD TOURER 5dr es</b>		2.0 CRDi Premium 136 4WD 2.0 CRDi Prem' Panorama 4WI		car with a likeable wild side 3.0 V6	★★★★☆ £58535 336 209 5
	**** £20295 99 119 10		★★★☆ £24680 154 163 23	2.0 CRDi SE 136 4WD 2.0 CRDi SE Nav 136 4WD	£23150 134 149 18 £24200 134 149 18	3.0 V6 S 5.0 V8 S	£67535 375 213 5 £79995 488 259 5
OT 100 Ecoboost Titanium S-S		2.0 i-VTEC ES GT Nav	£25655 154 163 24 £26855 154 163 24	the Santa Fe's easygoing appea	★★★★☆	JEEP	
DT 125 Ecoboost Titanium S-S DT 125 E'boost Titanium X SS 6T 150 Ecoboost Titanium S-S	£24295 99 119 14	2.4 i-VTEC EX ADAS	£29550 198 201 26 £31950 198 201 27 £26895 148 143 24	2.2 CRDi SE 4WD 5st 2.2 CRDi SE 4WD 7st 2.2 CRDi Premium 4WD 5st	£27995 194 159 19 £29145 194 159 19 £30595 194 159 19	RENEGADE 5dr 4x4 Middl chunky looks but no obvious cl 1.4 Multiair Longitude	
5T 182 E'boost Titanium X SS 5 TDCi 115 Zetec		2.2 i-DTEC 150 ES GT	£27870 148 143 24 £29070 148 143 24	2.2 CRDi Premium 4WD 7st 2.2 CRDi Premium SE 4WD 7st	£31900 194 159 19	1.4 Multiair Ltd 1.4 Multiair Opening Edition	£22395 138 - £22695 138 -
6 TDCi 115 Titanium	£22045 114 124 16 £24045 114 124 16	2.2 i-DTEC 150 EX	£30330 148 146 25 £32730 148 146 26	INFINITI	200070 174 107 20	1.6 E-torQ Sport 1.6 E-torQ Longitude	£16995 108 - £18595 108 -
O TDCi 140 Titanium	£23250 138 134 20 £25750 161 134 22	2.2 i-DTEC 180 Type S	£32925 177 150 28 £35175 177 150 29	Q50 4dr saloon Credible con with some novel touches	mpact saloon competitor  ★★★☆	1.6 E-torO Ltd 1.6 Multijet Sport	£21195 108 - £18695 118 -
-MAX 5dr mpv Proof that MP gainly. Still the benchmark			ckaged and comfortable	3.5 S Hybrid Sport AWD 2.0t Premium	£42340 359 144 42 £32455 208 146 40	1.6 Multijet Longitude 1.6 Multijet Ltd	£20295 118 - £22895 118 -
ST 160 Ecoboost Zetec S-S	£23310 158 159 18 £25060 158 159 19	1.5 i-VTEC EX	£23195 128 £17995 128	2.0t Premium Tech 2.0t Sport	£38955 208 146 40 £34825 208 146 40	1.6 Multijet Opening Edition 2.0 Multijet Longitude	£23195 118 - £22795 138 -
0 203 Ecoboost Titanium auto		1.5 i-VTEC SE	£19745 128 £20355 128	2.0t Sport Tech 3.5 S Hybrid Sport	£39725 208 146 40 £40695 359 144 42	2.0 Multijet Ltd 2.0 Multijet Opening Edition	£27195 138 - £25695 138 -
S TDCi 115 Zetec S-S	£24110 114 139 16 £25860 114 139 17		£19745 118 £21495 118	3.5 S Hybrid Sport Tech 3.5 S Hybrid Sport Tech AWD	£45595 359 144 42 £47240 359 159 42	2.0 Multijet Trailhawk WRANGLER 3dr 4x4 Heav	£27995 168 - vy-duty off roader lacks
	£24295 138 139 17 £26045 138 139 18		£22105 118 £24945 118	2.2d SE 2.2d Premium	£28650 168 114 29 £31050 168 114 30	on-road manners 3.6 V6 Sahara	★★☆☆ £30240 276 263
O TDCi 163 Titanium O TDCi 163 Tit. X Sp.	£26645 161 139 19 £30395 161 139 21		ers on. But it's hemmed in ★★★☆	2.2d Premium Tech 2.2d Sport	£37550 168 114 30 £33420 168 118 30	3.6 V6 Overland 3.6 V6 Rubicon	£32390 276 263 £31140 276 270
2 TDCi 200 Tit. X Sp.	£27870 197 174 26 £31620 197 174 26	1.6 i-DTEC 120 S-Nav 2WD	£26740 118 115 22 £24300 118 115 23	2.2d Sport Tech Q60 2dr coupé High-class of		2.8 CRD Overland 2.8 CRD Sahara	£32375 197 213 2 £30225 197 213 2
ALAXY 5dr mpv Huge seven I the road. Not cheap	****	2.0 i-VTEC S 2WD	£28495 118 119 23 £22345 154 168 22	entertaining 3.7 V6 060 GT	★★★★☆ £36790 315 246 45	WRANGLER 5dr 4x4 Heav on-road manners	****
	£32875 197 179 27 £25670 158 167 18	2.0 i-VTEC SE 2WD	£23245 154 168 22 £24515 154 168 22	3.7 V6 060 S 3.7 V6 060 S Premium	£38680 315 246 45 £41870 315 246 45	3.6 V6 Sahara 3.6 V6 Overland	£31910 276 273 £34060 276 273
6 160 Eco T'ium S-S 6 160 Eco T'niumX S-S	£27570 158 167 18 £30070 158 167 18	2.0 i-VTEC SE	£25685 154 168 22 £25615 154 173 22	enjoyable coupe-cabriolet. Poo	r residuals★★★☆☆	3.6 V6 Rubicon 2.8 CRD Overland	£32810 276 273 2 £34045 197 217 2
) 203 Ecoboost Titanium auto ) 203 Ecoboost Titan X auto	£31735 200 189 25	2.0 i-VTEC SR	£26785 154 173 22 £28595 154 177 23	3.7 V6 060 GT Premium auto Q70 4dr saloon Pleasant, w	£45740 315 264 48 ell-equipped big saloon	2.8 CRD Overland Axle+ 2.8 CRD Sahara	£33445 197 230 2 £31895 197 217 2
TDCi 115 Zetec S-S TDCi 115 Eco T'nium S-S	£26460 114 139 16 £28360 114 139 17 £30860 114 139 18	1.6 i-DTEC 120 S 2WD	£30440 154 177 23 £23400 118 115 22	★★★☆☆ 3.5 Hybrid Premium	£43250 235 145 45 £47350 235 145 45	2.8 CRD Sahara Axle+ CHEROKEE 5dr 4x4 Hams	
5 TDCi 115 Eco Tit. X S-S O TDCi 140 Zetec O TDCi 140 Titanium	£30860 114 139 18 £26645 138 139 20 £28545 138 139 20	1.6 i-DTEC 160 SE	£25570 118 115 22 £27570 158 129 26 £28740 158 129 26	3.5 Hybrid Premium Tech 3.7 Sport Tech 2.2d Premium	£47350 235 145 45 £44850 315 145 45 £33400 168 129 46	Uninspiring, but roomy and pra 2.0 Longitude 140 FWD 2.0 Ltd 140 FWD	ectical ★★★☆ £26110 138 139 2 £31810 138 139
O TDCi 140 Titanium X O TDCi 163 Titanium	£31045 138 139 21 £29145 161 139 22	1.6 i-DTEC 160 SR	£30625 158 133 27 £32470 158 133 27	2.2d Premium Tech 2.2d Sport	£37500 168 129 46 £36600 168 129 46	2.0 Longitude 140 2.0 Ltd 140	£28110 138 147 £33810 138 147
O TDCi 163 Titanium X 2 TDCi 200 Titanium	£31645 161 139 23 £30375 197 179 26	and a second	232110 130 133 21	2.2d Sport Tech  OX50 5dr 4x4 Focused on-r	£38950 168 129 46	2.0 Longitude 170 Au 2.0 Ltd 170 Au	£30610 168 - 2 £37810 168 - 2
SINETTA		110 5dr hatch Second gen i 1 Mature drive, spacious cabin, lo		little interior space 3.7 V6 QX GT	★★★☆☆ £38980 315 265 44	2.0 Longitude Plus 140 FWD 2.0 Longitude Plus 140	£28310 138 139 £30310 138 147
40 2dr coupé Road-legal rac			£8705 65 108 1				
arm to snare	****	1.0 S 1.0 S Air	£9370 65 108 1	3.7 V6 OX GT Premium 3.0d	£42580 315 265 45 £34490 235 224 43	2.0 Longitude Plus 170 Au GRAND CHEROKEE 5dr	4x4 The hest leen
narm to snare	****	10 S Air	£9370 65 108 1	3 Od	£42580 315 265 45 £34490 235 224 43	GRAND CHEROKEE 5dr	4x4 The hest Jeen
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arm to snare	****	10 S Air	£9370 65 108 1	3 Od	£42580 315 265 45 £34490 235 224 43	GRAND CHEROKEE 5dr	4x4 The hest Jeen
arm to snare	****	10 S Air	£9370 65 108 1	3 Od	£42580 315 265 45 £34490 235 224 43	GRAND CHEROKEE 5dr	4x4 The hest Jeen
Arm to spare  IONIDA  222 5dr hatch Great packagi if not thrilling supermini i-VTEC SS i-VTEC SS-T I-V	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 SRT 1.25 SRT 1.25 SRT 1.25 SRT	4x4 The best Leep.  1 ★ ★ ★ ★ ↑  263995 470 327 5  238895 188 1993 5  188 1993 5  189 1993 47 1994 4  244495 247 1994 4  245195 247 198 4  245195 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 88 106 1  251845 84 100 1
arm to spare  CONDA  AZZ 5dr hatch Great packagi , if not thrilling supermini + VYEC 5E - I-YEC 5E	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 SRT 1.25 SRT 1.25 SRT 1.25 SRT	4x4 The best Leep.  1 ★ ★ ★ ☆  263995 470 327 5  238895 188 198 3  184 198 47 198 4  244495 247 198 4  245195 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 88 106 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 83 115 2  2
arm to spare  CONDA  AZZ 5dr hatch Great packagi , if not thrilling supermini + VYEC 5E - I-YEC 5E	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 SRT 1.25 SRT 1.25 SRT 1.25 SRT	4x4 The best Leep.  1 ★ ★ ★ ☆  263995 470 327 5  238895 188 198 3  184 198 47 198 4  244495 247 198 4  245195 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 247 198 4  251995 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 68 99  251845 88 106 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 84 100 1  251845 83 115 2  2
arm to spare  CONDA  AZZ 5dr hatch Great packagi , if not thrilling supermini + VYEC 5E - I-YEC 5E	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 SRT 1.25 SRT 1.25 SRT 1.25 SRT	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arra to spare  10NDA AZZ 5dr hatch Great packagi e. If not thrilling supermini 2 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 3 IMA 19 Horid HE 4 ! VFEC 5E 5 I IMG 1   VFEC 5E 5 I IMG	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arm to spare  10NDA  AZZ 5dr hatch Great packagi  e. (In olt thrilling supermini  1-VTEC 55  1-VTEC 55-1  1-VTEC 55-1  1-VTEC 57-1  1-VTEC 51-1  1-V	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arm to spare  10NDA  AZZ 5dr hatch Great packagi  e. (In olt thrilling supermini  1-VTEC 55  1-VTEC 55-1  1-VTEC 55-1  1-VTEC 57-1  1-VTEC 51-1  1-V	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arm to spare  10NDA  AZZ 5dr hatch Great packagi  e. (In olt thrilling supermini  1-VTEC 55  1-VTEC 55-1  1-VTEC 55-1  1-VTEC 57-1  1-VTEC 51-1  1-V	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Jeep.  1 *** ***  63995 470 327 **  53895 188 198 **  64495 247 198 **  64495 247 198 **  648195 247 198 **  648195 247 198 **  648195 247 198 **  649195 247 198 **  649195 247 198 **  649195 247 198 **  649195 247 198 **  649195 248 199 **  64919
Arm to spare  10NDA  AZZ 5dr hatch Great packagi  e. (In olt thrilling supermini  1-VTEC 55  1-VTEC 55-1  1-VTEC 55-1  1-VTEC 57-1  1-VTEC 51-1  1-V	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Jeep.  1 *** ***  63995 470 327 **  53895 188 198 **  64495 247 198 **  64495 247 198 **  648195 247 198 **  648195 247 198 **  648195 247 198 **  649195 247 198 **  649195 247 198 **  649195 247 198 **  649195 247 198 **  649195 248 199 **  64919
Arra to spare  10NDA AZZ 5dr hatch Great packagi e. If not thrilling supermini 2 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 3 IMA 19 Horid HE 4 ! VFEC 5E 5 I IMG 1   VFEC 5E 5 I IMG	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
HONDA AZZ 5dr hatch Great packagi e. if not thrilling supermini 2 / VYTEC 52 2 / VYTEC 52 2 / VYTEC 52 2 / VYTEC 52 4 / VYTEC 53 4 / VYTEC 53 4 / VYTEC 53 2 / VYTEC 54 4 / VYTEC 53 2 / VYTEC 5 3 IMA Hybrid HC 3 IMA Hybrid HC 3 IMA Hybrid HS 3 IMA Hybrid HS 3 IMA Hybrid HS 3 IMA Hybrid HS 4 / VYTEC EX 4 / VYTEC 5	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arra to spare  10NDA AZZ 5dr hatch Great packagi e. If not thrilling supermini 2 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 3 IMA 19 Horid HE 4 ! VFEC 5E 5 I IMG 1   VFEC 5E 5 I IMG	#####################################	1.0 S Air 1.0 SE 1.0 SE Blue Drive 1.0 Premium 1.2 SE 1.2 Premium 1.2 SE 1.2 Premium 1.2 SA 1.3 SA 1.3 SA 1.4 SA 1	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19
Arra to spare  10NDA AZZ 5dr hatch Great packagi e. If not thrilling supermini 2 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 4 ! VFEC 5E 2 ! VFEC 5E 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 2 ! VFEC 5 3 IMA 19 Horid HE 4 ! VFEC 5E 5 I IMG 1   VFEC 5E 5 I IMG	#####################################	10 S Air	P3770 65 108 1 E10020 65 98 1 E10470 65 108 1 E10470 65 108 1 E10470 65 108 1 E10470 86 114 4 E10970 86 114 5 E10455 76 112 5 E12725 84 119 6 E14725 89 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E13225 98 127 10 E14225 74 84 6 E14225 98 106 12 E14725 89 106 11 E15725 89 106 12 E14725 89 106 12 E16725 89 127 10	3.0d 6T Premium 3.0d 6T Premium 0XTO 5dr 4X4 Big, powerful the X5 or Range Rover 3.7 W 6T 3.7 W 6T Premium 3.7 W 6S Premium 3.0 W 5 Premium 3.0 G 5 Premium 3.0 G 5 Premium 3.0 G 6T Premium 3.0 G 6T Premium 3.0 G 7 Premium 3.0 G 8 Premium 3.0 G 9 Premium	E44580 315 265 45 24 43 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 242045 235 224 44 24326 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 315 282 49 24350 325 225 49 24350 235 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24350 235 225 49 24550 235 225 49 24550 235 225 49 24550 235 225	GRAND CHEROKEE 5dr Comfortable and well-equippee 6.4 V8 SRT 3.0 V6 190 CR0 Lardo 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ltd Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Ed Plus 3.0 V6 CR0 Summit  IXIA PICANTO 3dr hatch Nice e Shawdowed now by rivals  1.2 White su 1.25 Whi	4x4 The best Leep.  1 *** ***  63995 470 327 5  63895 188 198 5  638 198 198 198 198 198 198 198 198 198 19



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1.6 CRDi 126 4 Tech ISG £25195 126 116 15  PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable ★★☆☆	desirability for the SUV  2.0 Si4 240 Dynamic Lux 4WD  2.2 eD4 150 Pure 2WD  ∴ ★ ★ ★ ☆  £46210 237 181 39  £29205 148 133 28	2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★☆ 1.5 75 SE £11995 74 110 -	ing from others. Dynamics to match  CLA 200 CDI AMG Sport  CLA 200 CDI Sport  £29125  £26925  £26925		coupé-like rewards 63 AMG S 220 BlueTec AMG Line	£87010 577 231 50	the likes of us 1.0 70 MIVEC 1 1.2 79 MIVEC 2	★★☆☆ £9054 70 96 15 £11054 79 96 18
1.4 98 VR7 £14900 133 143 10 1.6 GDi 133 S ISG £17895 133 124 14 1.6 GDi 133 SE £19905 133 137 15	2.2 SD4 190 Pure 4WD £31505 188 149 32	1.5 75 SE-L     £12995     74     110     -       1.5 90 SE-L     £13995     90     105     -       1.5 90 SE-L Nav     £14395     90     105     -		08 154 24 21 130 23 21 130 24	350 BlueTec AMG Line GLA 5dr 4x4 Not the most pra- looking and very decent to drive	ctical crossover, but good	1.2 79 MIVEC 3  ASX 5dr hatch Engine sets a otherwise unexceptional	£12054 79 100 18 new standard, but
1.6 GDI 133 SE DCT auto £21205 133 140 14 1.6 T-GDI 201 GT £20205 201 171 29	2.2 SD4 190 Dynamic 4WD £39305 188 149 34	1.5 90 Sport	CLA45 AMG £42270 3	54 161 45 68 117 27	GLA250 AMG Line 4Matic GLA45 AMG 4MATIC	£31295 208 154 34	1.6 2 2WD 1.6 3 2WD	£15184 115 137 13 £17435 115 137 13
1.6 T-GDI 201 GT Tech £22905 201 171 30 1.6 CRDI 126 S ISG £18995 126 100 13 1.6 CRDI 126 SE ISG £20995 126 112 13	5.0 V8 S Aubiography £102450 503 299 50	1.5 115 Sport Nav     £15995     113 117 -       1.5D 105 SE-L     £15995     104 89 -       1.5D 105 SE-L Nav     £16395     104 89 -	CLA220 CDI AMG Sport £31975 1 C-CLASS 2dr coupé Nice balance of style, and driver reward	, usability	GLA200 CDI Sport GLA200 CDI Sport 4Matic GLA200 CDI AMG Line	£29215 134 119 25	1.8 DiD 3 2WD 1.8 DiD 4 4WD 2.2 DiD 4 4WD auto	£19435 114 136 19 £23434 114 136 19 £24884 148 153 19
1.6 CRDi 126 SE Tech £23095 126 112 13  SOUL 5dr hatch Looks divide opinion. Better value	3.0 TDV6 Vogue £74950 254 182 45 3.0 TDV6 Vogue SE £81850 254 182 50	1.5D 105 Sport £16995 104 89 - 1.5D 105 Sport Nav £17395 104 89 -	C63 AMG Edition 507 £68495 4 C180 AMG Sport Edition £29965 1	51 280 44 54 149 35	GLA200 CDI 4Matic AMG Line GLA220 CDI Sport 4Matic	£30215 134 119 25 £30645 168 129 28	SHOGUN 5dr 4x4 Has its ap finesse, but still charming	peal. Needs more chassis ★★☆☆☆
now, but still hardly the best option ★★★☆☆ EV 81kW £29995 107 - 19 1.6 GDi Start £12800 130 158 9		3 5dr hatch Refined, well-priced family choice.  Dynamically satisfying, too ★★★☆  1.5 100 SE £16995 99 119 13		68 109 34 68 133 38 01 143 41	GLA220 CDI AMG Line 4Matic G-CLASS 5dr 4x4 Massively mised, but with character to spar	expensive and compro-	3.2 Di-DC SG2 3.2 Di-DC SG3 auto 3.2 Di-DC SG4 auto	£29544 197 213 32 £34744 197 224 34 £37744 197 224 34
1.6 GDi Connect       £15000       130       158       10         1.6 GDi Connect Plus       £16100       130       158       10	4.4 SDV8 Vogue SE       £88850       308       219       50         4.4 SDV8 Aubiography       £98550       308       219       50	1.5 100 SE Nav     £17595     99     119     13       2.0 120 SE     £17295     118     119     17	C-CLASS 4dr saloon Stellar cabin and pol increase appeal; engines not so good **	lished drive ★★☆	G350 BlueTEC G63 AMG	£86445 208 295 - £129665 537 322 -	OUTLANDER 5dr 4x4 Pract although very ordinary inside	tical and efficient, ★★★☆
1.6 GDi Mixx     £18355     130     170     11       1.6 GDi Maxx     £20155     130     170     11       1.6 CRDi Connect     £16600     126     132     9	RANGE ROVER SPORT 5dr 4x4 Just the right kind	2.0 120 SE Nav     £17895     118     119     17       2.0 120 SE-L     £18795     118     119     18       2.0 120 SE-L Nav     £19395     118     119     18		81 124 31 81 128 31	GL-CLASS 5dr 4x4 Decent or size. Nice cabin, too GL350 BlueTEC AMG Sport	****	2.0 PHEV GX3h 2.0 PHEV GX4h 2.0 PHEV GX4hs	£33304 200 44 26 £37954 200 44 27 £40054 200 44 24
1.6 CRDi Connect Plus £17700 126 132 10 1.6 CRDi Mixx £19950 126 132 10 1.6 CRDi Maxx £21750 126 132 11	3.0 SDV6 HSE £61950 288 185 43	2.0 165 Sport Nav £21920 162 135 22	C63 AMG S £66550 5	69 192 - 03 192 - 34 102 25	GL63 AMG SLK 2dr open Enthusiastic, ne all-weather roadster	at handling and brisk	2.0 PHEV GX5h 2.0 PHEV GX5hs 2.2 DI-D GX2 4WD	£42954 200 44 28 £45054 200 44 24 £23984 148 138 22
OPTIMA 4dr saloon Looks the part, but is well off the European saloon pace ★★☆☆	3.0 SDV6 Aubiography Dynamic £77850 288 185 45 4.4 SDV8 Aubiography Dynamic £84350 334 219 47	2.2D 150 SE Nav         £20245         148 107 24           2.2D 150 SE-L         £21145         148 107 24	C200 Bluetec Sport         £30980         1           C200 Bluetec AMG Line         £32475         1	34 102 25 34 102 25	200 CGI BlueEff Sport 250 CGI BlueEff Sport	£34750 181 158 41 £38710 201 169 44	2.2 DI-D GX3 4WD 2.2 DI-D GX4 4WD	£26784 148 140 23 £30684 148 140 24
1.7 CRDi 2 ISG £22895 134 128 17 1.7 CRDi 1 ISG £19995 134 128 17 1.7 CRDi 3 ISG £25795 134 128 20		2.2D 150 SE-L Nav £21745 148 107 24 2.2D 150 Sport Nav £22545 148 107 24 6 4dr saloon A compelling mix of size, economy and	C220 Bluetec Sport £31775 1 C220 Bluetec AMG Line £33270 1	68 104 31 68 104 31	350 CGI BlueEff Sport SLK55 AMG SLK250 CDI	£55350 416 195 47	2.2 Di-D GX4s 4WD Au  MORGAN	£34234 148 153 22
VENGA 5dr mpv         Versatile interior, but firm ride and high price disappoint         ★★★☆           1.4 89 1 ISG         £11995         89         130         8	fun ★★★☆☆ 200h S £21245 134 82 19 200h SE £22745 134 94 19	performance. Interior a let down 2.0 145 SE £19795 143 129 18 2.0 145 SE Nav £20495 143 129 18	C250 Bluetec Sport £34430 2	01 117 35 01 117 35 01 117 35	SLK250 CDI AMG Sport SL 2dr open Big, luxurious and farm. Merc at its best.	classier than a royal stud	3 WHEELER Odr open Ecce and not a little special 1.9 115 Sport	ntric, uniquely English  ★★★★ £31140 115 215 -
1.4 89 1 Air ISG £12795 89 130 8 1.4 89 SR7 ISG £13595 89 130 9	200h Advance         £24245         134         94         19           200h Luxury         £24745         134         94         20	2.0 145 SE-L £20795 143 129 16 2.0 145 SE-L Nav £21495 143 129 16	C300 Bluetec Hybrid SE £35045 2 C300 Bluetec Hybrid Sport £37040 2	01 94 - 01 94 -	SL400 AMG Sport SL500 AMG Sport	£72505 329 178 50 £81920 429 212 50	1.9 115 Bespoke 1.9 115 Superdry	£34000 115 £34995 115
1.4 89 2 ISG £13895 89 130 9 1.6 123 3 ISG £16190 123 139 13 1.6 123 2 auto £15810 123 154 11	200h Premier £29745 134 94 21	2.0 165 Sport Nav     £24595     162 135 19       2.2D 150 SE     £22295     148 108 21       2.2D 150 SE Nav     £22995     148 108 21	C300 Bluetec Hybrid AMG Line £38535 2 C-CLASS 5dr estate Decent practicality a fantastic interior - but only okay to drive	and	SL63 AMG SL65 AMG AMG GT 2dr coupé Clever an	£170825 621 270 50	AERO SUPERSPORTS 2d kerbside status, but pricey 4.8 V8	r open Has pace and  ★★☆☆ £126900 390 269 -
1.6 123 3 auto £17290 123 154 11 1.4 CRDi 89 2 £15195 89 119 10 1.4 CRDi 89 SR7 £14895 89 119 10	250 SE £26495 204 199 32	2.2D 150 SE-L     £23295     148     108     19       2.2D 150 SE-L Nav     £23995     148     108     19       2.2D 150 Sport Nav     £26395     148     108     21		34 102 25 34 102 25 34 102 25	for the SLS. Different, but very go 4.0 V8 4.0 V8 S	£97200 456 216 50	4-4 2dr open Has its appeal, I drive 1.6	but not so rewarding to  ★★☆☆ £31500 110
1.6 CRDi 114 3 ISG £17475 114 117 14 1.6 CRDi 114 4 ISG £18570 114 117 14	250 F Sport £30495 204 213 33 250 Premier £35495 204 213 34	2.2D 175 Sport Nav £26795 173 119 23 6 5dr tourer A compelling mix of size, economy and	C200 SE £28470 1 C220 Bluetec SE £30980 1	81 128 31 68 108 31	CL 2dr coupé Comfortable big sports car	coupe. More GT than ★★★☆	PLUS 4 2dr open Has its app finesse, but still charming	peal. Needs more chassis ★★☆☆☆
CARENS 5dr mpv Nicely up to scratch now, but no class leader ★★★☆  1.7 CRDi 3 Sat Nav ISG £25250 136 132 16	300h SE         £28995         217         99         31           300h Luxury         £30995         217         103         32           300h F Sport         £32495         217         109         32	performance. Interior a let down 2.0 145 SE-L Nav 2.0 165 Sport Nav  2.0 165 Sport Nav  £22425 £25395 £25395 £25395 £25395 £25395	C63 AMG £61000 4	01 117 35 69 196 47 03 196 47	CL500 CL63 AMG CL65 AMG	£118885 536 244 50	2.0 2 Seater 2.0 4 Seater ROADSTER 2dr open More	£35400 145 172 - £40200 145 172 - advanced, but pricey and
1.6 GDI 1 ISG £18195 133 149 13 1.6 GDI 2 ISG £19600 133 149 13 1.7 CRDI 114 1 ISG £19590 114 124 12	GS 4dr saloon Refreshingly different, but lacks a diesel	2.20 150 SE Nav     £23795     148     116     21       2.20 175 Sport Nav     £27595     173     119     23       2.0 145 SE-L     £21725     143     131     16	C200 AMG Line £32090 1	81 128 31 81 128 31 68 108 31	M-CLASS 5dr 4x4 Roomy, qu proper Merc SUV ML350 BlueTEC SE Exec	<b>★★★</b> ☆	needs better brakes 3.7 V6 4 Seater 3.7 V6	★★☆☆☆ £51000 280 £45900 280
1.7 CRDi 114 2 ISG £20995 114 124 12 1.7 CRDi 134 2 Au £22400 136 159 16	300h SE £31495 179 109 31 300h Luxury £37495 179 113 32	2.2D 150 SE     £23095     148 116 21       2.2D 150 SE-L     £24095     148 116 19	C220 Bluetec AMG Line £34470 1 C250 Bluetec Sport £35630 2	68 108 31 01 117 35	ML63 AMG ML250 BlueTEC SE Exec	£87005 536 276 50 £48190 201 165 38	PLUS EIGHT 2dr open Olde requires oodles of cash	V8 charm lives on, but  ★★☆☆
1.7 CRDi 134 3 ISG £24300 136 132 16  SPORTAGE 5dr 4x4 Good ride, handling and usability  Looks decent too ★★★☆		2.2D 150 SE-L Nav     £24795     148     116     19       2.2D 150 Sport Nav     £27195     148     116     21       CX-5 5dr 4x4     Superb diesel engine mated to above	C250 Bluetec AMG Line £37125 2 E-CLASS 4dr saloon A return to the old M qualities. Refined and relaxing	erc	ML250 BlueTEC AMG Line ML350 BlueTEC AMG Line V-CLASS 5dr mpv Expensive	£54000 254 189 43	4.8 V8 NISSAN	£85200 367
1.7 CRDI 4 2WD ISG £25000 114 143 14 2.0 CRDI KX-1 4WD £21500 134 149 16 1.6 GDI 1 2WD £17500 133 158 14	450h F Sport         £51495         338         145         42           450h Premier         £51495         338         141         42	average package ★★★☆☆	E300 Bluetec Hybrid AMG Sport £42375 2 E63 AMG S £84110 5	04 109 43	With matching price tag V220 SE V220 Sport	★★★☆☆ £41845 161 149 -	MICRA 5dr hatch Low runnin overall 1.2 Visia	ng costs but below average ★★☆☆ £10295 79 115 6
1.6 GDI 2 2WD ISG £19800 133 149 15 1.7 CRDI 1 2WD ISG £19100 114 135 12	list attached ★★★☆ 460 Luxury £71995 382 249 48	2.2D Skyactiv-D 150 SE-L Nav £24795 148 119 18 2.2D Sky-D 150 SE-L Lux Nav £26395 148 119 20	E200 AMG Line £36850 1 E250 SE £35470 2	81 142 37 08 138 38	V220 Extra Long SE V220 Extra Long Sport	£43380 161 149 - £45875 161 149 -	1.2 Acenta 1.2 Tekna	£11945 79 115 7 £13345 79 115 7
1.7 CRDi 2 2WD ISG £21200 114 135 13 1.7 CRDi 3 2WD ISG £23100 114 143 13 1.7 CRDi 3 Satnav 2WD ISG £23900 114 143 13	600h L Premier £99995 439 199 50	2.2D Skyactiv-D 150 Sport Nav     £27195     148     119     19       2.2D Sky-D 150 SE-L Nav AWD     £26695     148     136     17       2.2D Sky-D 175 Sport Nav AWD     £29395     173     136     21	E63 AMG £74115 5	08 142 39 49 230 47 04 109 43	V250 SE V250 Sport V250 Extra Long SE	£46015 161 157 -	1.2 DIG-S Visia 1.2 DIG-S Acenta 1.2 DIG-S Tekna	£12045 97 95 10 £13045 97 99 10 £14445 97 99 11
2.0 CRDi KX-2 4WD £23600 134 149 17				68 120 34	V250 Extra Long Sport	£47550 161 157 -	JUKE 5dr hatch High-riding,	funky hatch is a
2.0 CRDi KX-3 4WD £25500 134 156 17	pace to drive ★★★☆☆	to drive. Lots of kit ★★★☆☆	E220 Bluetec AMG Line £36765 1	68 129 35			compelling package. High CO2	****
2.0 CRDi KX-3 4WD	pace to drive         ★★★☆           2.0 200t F Sport         £38095         235 183 -           300h S 2WD         £29495         195 116 29           300h SE         £31495         195 121 31	to drive. Lots of kit  2.0 150 Sport Venture  £20495  1.60 115 Sport Venture  £21895  1.4 138 16  MX-5 2dr open The old recipe - but done better. Lean,	E220 Bluetec AMG Line         £36765         1           E250 CDI SE         £36820         2           E250 CDI AMG Line         £39445         2           E350 Bluetec AMG Line         £41210         2	68 129 35 01 129 39 01 134 40 48 154 44	MG MG3 5dr hatch Neatly tuned a supermini. Flaws covered up by p	and nicely styled rice ★★☆☆	compelling package. High CO2 1.2 DIG-T Acenta 1.2 DIG-T Acenta Premium 1.2 DIG-T Tekna	£15320 114 129 12 £16720 114 129 12 £17770 114 129 12
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2 PureTech 130 Active	£18695	128	105	14	3.4 Carrera
2 PureTech 130 GT Line	£21445	128	110	16	3.8 Carrera
6 HDi 92 Access	£16945	91	93	15	3.8 Turbo
.6 Blue HDi 120 Active	£19845 £21045	118	93 82 94	22	3.8 GT3
.6 HDi 115 Active	£19445	113	95 100	18	Still more th
.6 HDi 115 GT Line O Rine HDi 150 Allura	£22195 £21045	113	100	18	3.8 Carrera
.O Blue HDi 150 GT Line O Blue HDi 180 GT	£23495 £2504E	148	97 102	26	3.4 Targa 4
808 SW 5dr estate Thought	fully devel eader 🛨	oped a	oo and vi ♣ ♣	егу	3.8 Targa 45
2 PureTech 110 Access 2 PureTech 110 Active	£17145 £18845	108	109	13 13	3.8 Turbo S 918 SPVI
2 PureTech 110 Allure 2 PureTech 130 Active	£20045 £19595	81	111	13	rare and hug
2 PureTech 130 Allure 6 BlueHDi 120 Active	£20795 £20745	128	115	15	MACAN 5
.6 BlueHDi 120 Allure .6 HDi 115 Active	£21945 £20345	118	88 95	21	2.0 3.0 V6 S
.6 HDi 115 Allure .6 HDi 92 Access	£21545 £17845	113	100	18 15	3.6 V6 Turbo 3.0 V6 S Die
.6 HDi 92 Active .2 PureTech 130 GT Line	£19545 £22345	91 128	99 115	15 16	PANAMEI a great cahir
.6 HDi 115 GT Line 2.0 BlueHDi 150 Allure	£23095 £22845	113	100	18	3.0 V6 S 3.0 V6 4S
.6.e-Hib 92 Style. 6.e-Hib 92 Mr 6.e-Hib 92 Mr 6.e-Hib 92 Mr 6.e-Hib 92 Mr 6.e-Hib 115 Yr 6.e-Hib 120 Mr 6.e-Hib 130 Mr 6.e-Hi	£24395 £26845	148 178	105 107	26 29	3.0 V6 S E-h 3.6 V6 PDK
508 4dr saloon Competent a although lacks any real spark	nd likeable	packi	age,		3.6 V6 4 PDI 4.8 V8 GTS F
2.2 HDi 200 GT	£30645	201	140	37	4.8 V8 Turbo

	Make and Model	Price	å.	CO <sub>2</sub> g/km	Insurance group	fake and Model
	1.6 e-HDi 115 Allure Nav	£24295	113	111		
	2.0 HDi 140 Allure Nav	£24695	140	119	28	fun. Hybrid not entertaining
	2.0 HDi 163 Allure Nav auto		148 161	140	30	3.6 V6
	508 SW 5dr estate As good	as saloon.	only h	91 etter	36	3.6 V6 S 3.6 V6 GTS
	1.6 e-HULLID ACTIVE NAV	★ ★ ★ £23395	113	110	24	4.8 V8 Turbo 3.0 V6 Diesel
	1.6 e-HDi 115 Allure Nav 2.0 BlueHDi 150 Allure Nav	£25695 £27195	113	112 102	25	4.2 V8 S Diesel
	2.0 HDi 140 Active Nav	£23795	140 140	120	27	SAVVY 5dr hatch Compromis
	2.0 HDi 163 Allure Nav auto 2.2 HDi 200 GT	£27995 £32045	161	144 144	30	the saving 1.2 Style
ı	2008 5dr hatch Efficient and on space and style		nered	but s		SATRIA NEO 3dr hatch Bes unjustifiable
	1.2 VTi 82 Access + 1.2 VTi 82 Active	£13195	81	114	10	1.6 GSX 1.6 Sport
			81	114 114	11	GEN-2 4dr saloon Hugely dis
ı	1.6 VTi 120 Feline Calima	£18150	118	135 135	19	1.6 Persona ecoLogic
	1 A UD; 70 Assess .	CLAAGE	118 67 67	104	10	GEN-2 5dr hatch Hugely disa  ★☆☆☆☆
	1.4 HDI 70 Active 1.4 HDI 70 Active 1.6 e-HDI 92 Active S-S 1.6 e-HDI 92 Active FGC S-S	£16245	91	103	17	1.3 GLS 1.6 GSX ecoLogic
	1.6 e-HDi 92 Allure S-S	£17745	91	98 103	18	RADICAL
	1.6 e-HDi 92 Feline Calima 1.6 e-HDi 92 Feline Mistral	£19445	91	103 103	17	SR3 2dr coupé Spectacular o on the way home
	1.6 e-HDi 115 Allure S-S 1.6 e-HDi 115 Feline Calima SS 1.6 e-HDi 115 Feline Mistral S	£18345	113	105 105	20	SL
	2008 5dr mny Good bandling	and flovil	hla cah	105 12 nin	20	RENAULT TWIZY 2dr hatch Zany soluti
		£25050	101	143	23	Suitably irreverent and impraction EV 13kW Urban
	1.6 VII 120 Access	£1/330	118 118	155 155	17 17	EV 13kW Technic ZOE 5dr hatch Far more pract
	1.6 VTi 120 ACLIVE 1.6 VTi 120 Allure 1.6 THP 156 Allure 1.6 HDi 115 Access 1.6 HDi 115 Active 1.6 HDi 115 Allure	£21200 £22050	118	155 154	11	solution. Attractive price Expr.
	1.6 HDi 115 Access 1.6 HDi 115 Active	£19345 £20795	113	125	18 18	Dyn'que Zen Dyn'que Intens
	1.6 HDi 115 Allure 1.6 e-HDI 115 Access EGC 1.6 e-HDI 115 Active EGC	£22745 £20195	113	127	18	TWINGO 5dr hatch Rear-eng packaged - but not the class lead
						0.9 TCe 90 Dyn'que Energy 1.0 SCe 70 Expr.
	1.6 e-HDI 115 Allure EGC 2.0 HDI FAP 150 Active	£21900	113 148	139	24	1.0 SCe 70 Play
	2.0 HDi FAP 150 Allure 2.0 HDi Hybrid 4 Active 2.0 HDi Hybrid 4 Allure	£23850 £27245	197	139 85 99	30	1.0 SCe 70 Dyn'que S-S  CAPTUR 5dr hatch On mess  Detter leaking than most
	5008 5dr mpv Well resolved i	ride and h	andlin	g with	31	Better looking than most  0.9 TCe Expr.+
	useful 7-seat interior 1.6 VTi 120 Access	+ 19.550	Πŏ	159	13	0.9 TCe 90 Dyn'que Media Nav 0.9 TCe 90 Dyn'que S Media N
	1.6 VTi 120 Active 1.6 THP 156 Allure		154	159 163	19	1.2 TCe 120 Dyn'que Media N 1.2 TCe 120 Dyn'que S MediaN
	1.6 e-HUI 115 ACTIVE EGC	£21895 £23495	113	113 123	17	1.5 dCi 90 Expr.+ 1.5 dCi 90 Dyn'que Media Nav
	1.6 e-HUI 115 Allure EGC 1 6 HDi 115 Access	£25295 £21045	113	126 124	16 16	1.5 dCi 90 Dyn'que S Media N CLIO 5dr hatch Attractive, nic
	1 6 HDi 115 Allura	\$24550	113	135	16	Only the Fiesta does it better 1.2 TCe 120 GT-Line EDC
	2 N HDi 163 Active auto	£24950	161	149	20	1.6 Renaultsport 200 Lux 1.2 75 Expr.
	L.U IIDI IUJ MIIUIC dutu	LLUIJU	148	140	20 19	1.2 75 Expr. + 1.2 75 Dyn'que Media Nav
	RCZ 2dr coupé Classy, interes got its mojo back					
	1.6 THP 156 Sport 1.6 THP 156 GT	£22350 £24750	154 154	149 149	27 28	0.9 TCe 90 Dyn'que Media Nav 0.9 TCe Eco Dyn'que Media Nav
	1.6 THP 200 GT 1.6 THP 270 R	£27150 £32250	197 266	155 145	34 42	0.9 TCe 90 Dyn'que Media Nav 0.9 TCe Eco Dyn'que Media Nav 0.9 TCe 90 Dyn'que S Media Nav 1.6 Renaultsport 200
	2.0 HDi 163 Sport 2.0 HDi 163 GT	£24200	161 161	130	29	1.5 dCi 90 Expr. + 1.5 dCi 90 Eco Expr. +
	PORSCHE					1.5 dCi 90 Dyn'que Media Nav 1.5 dCi 90 Eco Dyn'q Media Nav
	<b>BOXSTER 2dr open</b> Honed, t enhanced. Scarily brilliant	***	**	7	у	1.5 dCi 90 Dyn'q S Media Nav MEGANE 5dr hatch Stylish a
	2.7 3.4 S	£40098 £48553	261 311	195 211	43	Nothing exceptional 1.2 TCe 130 GT Line TomTom ED
	3.4 GTS CAYMAN 2dr coupé Roof sea	£34361 als the dea	JZb J A fiv	ZII n-sta	44 r	1.2 TCe 115 Expr.+ S-S 1.2 TCe 115 Dyn' TomTom S-S
	car by any measure 2.7	£40239 £49478 £56092	271	195	37	1.2 TCe 115 GT Line S-S 1.6 110 Expr.+
	3.4 S 3.4 GTS	£49478 £56092	320 335	211 211	41 43	1.3 doi 110 Expi. 3 3
	201 Coube The Destrust do	it better. S	till Mo	re tna	an 🗆	1.5 dCi 110 Dyn' TomTom S-S 1.5 dCi 110 GT Line TomTom S-S
	worthy of its iconic status 3.4 Carrera 3.4 Carrera 4	£74204 £79060	345 345	211 218	46 46	1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S
						MEGANE SPORT TOURES refined but bland. Nothing excep
	3.8 Carrera 4S 3.8 Turbo 3.8 Turbo S 3.8 GT3	£121523	3 514 5 552	227	48 48	refined but bland. Nothing excep 1.2 TCe 115 Expr.+ S-S 1.2 TCe 130 GT Line TomTom ED
	3.8 GT3 911 CABRIOLET 2dr open	£101695	468	289		1.2 ICe II5 Dyn que Iomiom 5-3
	Still more than worthy of its iconi	c status 🗲	246	214	± 10	1.6 VVT 110 Expr.+  1.6 VVT 110 Dyn'que TomTom
	Still more than worthy of its iconi 3.4 Carrera 3.8 Carrera S 3.4 Carrera 4	£93129	395	228	50	2-2 + nrv3 011 i3b 2 1
	3.4 larga 4	£81120	345	223	49	1.5 dCi 110 GT Line TomTom S-S
	3.8 larga 45	£97985 £97985	395	237	50	1.0 act 130 gt fille tollitolli 2-2
	3.8 Turbo S	£97985 £130148 £151782	2 552	231	50	MEGANE 3dr coupé Stylish I guise. R'sport excellent
	918 SPYDER 2dr open Pors rare and hugely fast new five-sta 4.6 V8	cne's nyb	ria nyp	erca	r. A	1.2 TCe 115 Dyn' TomTom S-S
	MACAN 5dr AvA Spookily god	d handlin	n A cn	orte	50	1.2 TCe 115 GT Line TomTom S-S 1.6 VVT 110 Dyn'que TomTom
	utility vehicle in the purest sense	£41928	234	115	-	2.0T Renaultsport 265 2.0T Renaultsport 275 Trophy
	3.0 V6 S 3.6 V6 Turbo	£45345 £61689 £44871	336 395	212 216	40 44	1.5 dCi 110 Dyn' TomTom S-S
	3.0 V6 S Diesel PANAMERA 5dr hatch Tech	ilically bil	III all L	IIIU W	ш	1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S
	a great cabin. Soulless though 3.0 V6 S	★ ★ ★ £83134	<b>★</b> ≴	207	46	MEGANE CC2dr cc Not muc 1.4 TCe short on pace
						1.2 TCe 130 Dyn'que TomTom 1.2 TCe 130 GT Line TomTom
	3.6 V6 PDK 3.6 V6 4 PDK	£64458 £68160	306	199	46 47	1.5 dCi 110 Dyn'que TomTom
	4.8 V8 GTS PDK  4.8 V8 Turbo PDK  4.8 V8 Turbo S PDK	£84456 £64458 £68169 £94316 £108931 £132077	424	239	50 50	1.6 dCi 130 GT Line TomTom
	4.8 V8 Turbo S PDK 4.8 V8 Turbo S PDK	£132077	562	242	50	

Make and Model	Price	46	CO <sub>2</sub> g/km	Insurance group	Make and Model	46	CO <sub>2</sub> g/km	Insurance group
D V6 <b>YENNE 5dr 4x4</b> Classy in	£65639 terior and		169 y qoo		SCENIC 5dr mpv Still a class act. We equipped ★★	II priced		
Hybrid not entertaining Y6 S E-Hybrid	★ ★ ★ £62154	*			1.2 TCe 130 Dyn. TomTom XMOD £2240 1.2 TCe 130 Dyn'que TomTom S £2090	15 113	3 140 3 140	
V6 V6 S	£50271 £61770	296	215 229	-	1.6 VVT 110 Expr.+ XMOD £1810 1.6 VVT 110 Dyn'que TomTom £1930	55 109	178	19
V6 GTS	£73448	414	234	-	1.6 VVT 110 Dyn TomTom XMOD £193	0 109	178	19
V8 Turbo V6 Diesel	£94729 £50846	258	267 179	45	1.2 TCe 115 Dyn. TomTom S-S £205: 1.2 TCe 115 Dyn TomTom XMOD £204:	5 113	3 135 3 140	18
	£62794	380	209	_	1.5 dCi 110 Expr.+ XMOD £1994	95 109 15 109	128	19
ROTON VVY 5dr hatch Compromi	se in qualit	y isn'	t wort		1.5 dCi 110 Dyn TomTom XMOD £2139 1.6 dCi 130 Dyn. TomTom S-S £2249		9 105 3 114	
saving Style	★★☆ £7995	75	134	8	1.6 dCi 130 Dyn TomTom XMOD £2249 GRAND SCENIC 5dr mpv As above	5 128	3 114 th sev	
TRIA NEO 3dr hatch Bes ustifiable	t Proton e					**		
GSX Sport	£8495 £9495	111	157 157		1.2 TCe 115 Dyn. TomTom S-S £217 1.6 VVT 110 Dyn'que TomTom £2059	75 113	140	19
N-2 4dr saloon Hugely di:					1.5 dCi 110 Dyn. TomTom S-S £226' 1.6 dCi 130 Dyn. TomTom S-S £237'	5 109	105	19
Persona ecoLogic	£11195				KADJAR 5dr mpv A Qashqai in Rena	ult clott	nes. Lo	
N-2 5dr hatch Hugely disa ☆☆☆☆						95 118	} -	-
GLS GSX ecoLogic	£9195 £11195		164 170		1.2 TCe 130 Dyn'que Nav £1969 1.2 TCe 130 Dyn'que S Nav £2049	5 118	} -	Ė
ADICAL					1.2 TCe 130 Signature Nav £2169 1.5 dCi 110 Expr. + £1989	5 108	} -	÷
3 2dr coupé Spectacular o the way home	***	*:	7		1.5 dCi 110 Dyn'que Nav £2159 1.5 dCi 110 Dyn'que S Nav £2239	5 108		÷
	£69850	245			1.5 dCi 110 Signature Nav £2359 1.6 dCi 130 Dyn'que Nav £2279	5 128		-
ENACULTI IIZY 2dr hatch Zany soluti	on to ners	onal n	nobilit	, ,	1.6 dCi 130 Dyn'que Nav 4WD £2429 1.6 dCi 130 Dyn'que S Nav £2359	5 128		÷
ably irreverent and impraction			<b>★☆</b>		1.6 dCi 130 Dyn' S Nav 4WD £2509 1.6 dCi 130 Signature Nav £2479	5 128	} -	÷
3kW Technic	£7595	17	0	11	1.6 dCi 130 Signature Nav 4WD £2629			÷
E 5dr hatch Far more pract ution. Attractive price	***	*	Y	15	ROLLS-ROYCE	ear ir 1º	n c+	olc .
r. 'que Zen	£18443 £20043	87 87	0	15		**	À	ne.
'que Intens <mark>'INGO 5dr hatch</mark> Rear-en					6.6 V12 EWB £2300	00 563 00 563	317	
kaged - but not the class lear TCe 90 Dyn'que Energy		<b>★</b> ★ 89	<b>★☆</b> 99	8	PHANTOM 4dr saloon Opulence be tag. Benchmark ride quality ★ ★			:e
SCe 70 Expr.	£9495	69 69	105 105		6.8 V12 £2852	00 453 00 453	347	
SCe 70 Dyn'que S-S PTUR 5dr hatch On mess	£10995	69	95	3	PHANTOM 2dr coupé Opulence bef tag. Benchmark ride quality ★★	itting th	e pric	
ter looking than most TCe Expr.+	* * * £14295	*			6.8 VI2 £3132 PHANTOM 2dr open Opulence befit	00 453	377	
TCe 90 Dyn'que Media Nav TCe 90 Dyn'que S Media N	£15395	89 89	115	9	Benchmark ride quality ★★		À٢	
TCe 120 Dyn'que Media N	£17695	118	125	14	WRAITH 2dr coupé	320 642		
TCe 120 Dyn'que S MediaN dCi 90 Expr.+	£15995	89	95	11	6.6 V12 £2303	20 042	. 321	30
dCi 90 Dyn'que Media Nav dCi 90 Dyn'que S Media N	£16995 £18495	89 89	95 95	12	MII 3dr hatch Predictably not quite as			/W
10 5dr hatch Attractive, ni y the Fiesta does it better	***	*:	Y		1.0 60 S £8195		105	
TCe 120 GT-Line EDC Renaultsport 200 Lux	£17725 £20295	197	120 144	29	1.0 60 S AC £8705 1.0 60 SE £9630	59	105	1
75 Expr. 75 Expr. +	£11145 £12675	75 75	127 127	7 8	1.0 60 Toca £9999 1.0 60 Ecomotive £9530	59 59	105 96	1
75 Expr. + 75 Dyn'que Media Nav TCe 90 Expr. +	£13675 £13675	75 89	127 104	8	1.0 75 SE auto £1076 1.0 75 Sport £1038	0 74 80 74	105	2
TCe 90 Eco Expr. + TCe 90 Dyn'que Media Nav	£13925 £14675	89 89	99 104	9	MII 5dr hatch Predictably not quite as Up. Cheaper, though	good a	s the \ ☆	/W
TCe Eco Dyn'que Media Nav TCe 90 Dvn'que S Media Na	£14925 v £15675	89 89	99 105	9 10	1.0 60 S 1.0 60 S AC £854	59 59	105 105	1
Renaultsport 200	£19145	197	144	29	1.0 60 SE £9980	59	105	1
dCi 90 Eco Expr. +	£15225	89	83	13	1.0 60 Ecomotive £9880	59	96	1
dCi 90 Eco Dyn'q Media Nav dCi 90 Eco Dyn'q Media Nav	£16225	89	83	13	1.0 75 Sport £1073	80 74	108	2
GANE 5dr hatch Stylish	and refined	but b	land.	13	needs a manual	u    y. ∪	uµi d ☆	_
TCe 130 GT Line TomTom ED	C £21470	113	119	15	1.4 85 SE £125	15 84	139	9
TCe 115 Expr.+ S-S TCe 115 Dyn' TomTom S-S	£17570 £18570	113	119	14	1.4 85 Toca £128 1.2 TSI 105 SE DSG £1418	0 84 35 104	139	11
TCe 115 GT Line S-S 110 Expr.+	£20070 £16750	113	119	15 14	1.2 TSI 105 FR £1419 1.2 TSI 105 FR DSG £1520	90 104 85 104	1119 1124	12
110 Dyn'que TomTom dCi 110 Expr.+ S-S	£17750 £18245	109	159 90	15 16	1.4 TSI 140 ACT FR £154! 1.4 TSI 140 ACT FR Edition £161	95 138 10 138	3 109 3 109	21
dCi 110 Dyn' TomTom S-S dCi 110 GT Line TomTom S-S	£19245 £20745	109	90 90	17 18	1.4 TSI 180 Cupra DSG £1890 1.2 TDI 75 S A-C £1330	80 178 05 74	139	27
dCi 130 Dyn' TomTom S-S dCi 130 GT Line TomTom S-S	£19745 £21245	128	104	20 20	1.2 TDI 75 S A-C Ecomotive £138: 1.2 TDI 75 SE Ecomotive £1430	30 74 50 74	92 92	7
GANE SPORT TOURE ned but bland. Nothing excen	R 5dr esta	te S	tylish	and	1.6 TDI 105 SE £149 1.6 TDI 105 FR £159	10 104 10 104	112	14
TCe 115 Expr.+ S-S TCe 130 GT Line TomTom FD	£18570 C£22470	113	119	14 15	2.0 TDI 143 FR £1700	35 141	123	22
TCe 115 Dyn'que TomTom S-	\$ £19570	113	119	14	needs a manual **	★ ★ ↑	upiu <u>^</u>	
VVT 110 Expr.+	£17750	109	159	14	1.4 85 SE £130	95 84	139	9
dCi 110 Expr.+ S-S	£19245	109	90	16	1.4 85 10Ca £134/ 1.2 TSI 105 SE DSG £1473	10 84 85 104	1 124	12
dCi 110 Dyn que tomtom S-S dCi 110 GT Line TomTom S-S	£20245 £21745	109	90	18	1.2 TSI 105 FR DSG £158:	10 10 <sup>2</sup>	1119	12
dCi 130 Dyn'que TomTom S- dCi 130 GT Line TomTom S-S	£22245	128	104	20	1.4 TSI 140 ACT FR Edition £166	15 138 50 138	3 109 3 109	21
GANE 3dr coupé Stylish se. R'sport excellent	but averag	e in n	ormal >		1.2 TDI 75 S A-C £138: 1.2 TDI 75 S A-C Ecomotive £143	5 74 30 74	102 92	7
TCe 130 GT Line TomTom ED TCe 115 Dyn' TomTom S-S	£19345	113	119	15 15	1.2 TDI 75 SE Ecomotive £149 1.6 TDI 105 SE £1540	10 74 50 104	92 1112	7
TCe 115 GT Line TomTom S-S VVT 110 Dyn'aue TomTom	£20845 £18250	113	119 159	15 15	1.6 TDI 105 FR £1644 2.0 TDI 143 FR £1763	0 104 5 141	112	14
T Renaultsport 265	£25935 £28930	261	174	36	IBIZA 5dr estate Rivals are more pra	ctical b	ut Ibiz	ais
dCi 110 Dyn' TomTom S-S	£20945	109	90	17	1.2 70 S A-C £1260	0 69	128	5
dCi 130 Dyn' TomTom S-S	£21445	129	104	20	1.4 85 Toca £1412 1.2 TSI 105 SE DCC C1543	20 84	139	11
GANE CC2dr cc Not muc	t 22445 th fun to dr	129 ive. N	ice ca	۷۵ bin,	1.2 TSI 103 SE USU £154. 1.2 TSI 105 FR £154	10 103	119	12
TCe 130 Dyn'que TomTom	£23800	118	169	19	1.4 ISH 14U AUT FK £1674 1.2 TDI 75 S A-C £1455	5 74	105	7
ice 130 GT Line TomTom dCi 110 Dyn'que TomTom	£25300 £24545	118 109	169 124	19 17	1.2 TDI 75 \$ A-C Ecomotive £1508 1.2 TDI 75 \$E Ecomotive £156	0 74 0 74	92 92	7
dCi 130 Dyn'que TomTom dCi 130 GT Line TomTom	£25045 £26545	109 109	124 124	17 17	1.0 do 1 coca	0 104 0 104	112	14 14

# Warm hatches Ford Fiesta Zetec S Black

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Make and Model	Price Bhp	CO <sub>2</sub> g/km Insurance group	Make and Model	Bhp CO <sub>2</sub> g/km	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group
TOLEDO 5dr hatch Makes p no other lasting impression 1.2 TSI 85 S	***		1.2 TSI 86 GreenTech S £14	5090 84 119 10 4390 84 114 10 5340 84 114 10	2.0 TDI 110 SE	£19895 109 154 14 £19765 109 134 14 £19765 109 134 14	1.6 SZ4 1.6 SZ-T 1.6 SZ5	£13999 118 123 - £15499 118 123 - £17999 118 123 -
1.2 TSI 105 S 1.2 TSI 105 SE	£15295 10	14 116 13 14 118 14	1.2 TSI 105 SE £15	5790 104 125 1: 6540 104 125 1:	2.0 TDI 110 Eleg.	£21590 109 134 14 £21590 109 134 14	1.6 DDIS SZ-T 1.6 DDIS SZ5	£16999 118 106 - £19499 118 106 -
1.4 TSI 122 SE DSG 1.6 TDI 105 CR S Ecomotive	£17150 10	0 134 17 14 104 15	1.2 TSI 105 GreenTech Eleg. £16	6040 104 118 13 6790 104 118 13	2.0 TDI 140 Outdoor Eleg. 4WD		1.6 DDIS SZ5 AllGrip	£21299 118 106 -
1.6 TDI 105 CR SE Ecomotive LEON 3dr hatch Sharp looks the Golf's quality, but good value	and handling.		1.4 TSI 122 SE DSG £17	5840 104 125 1 7585 120 134 1 8335 120 134 1	2.0 TDI 170 Outdoor Eleg. 4WD	£27495 138 164 19 £24840 168 149 22 £27070 168 149 22	MODEL S 5dr hatch Brings ly, credibility to electric offerin	
1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	£19625 10 £15815 10	18 87 14 18 114 13	1.4 TSI 122 GreenTech SE DSG £ 1 1.4 TSI 122 GreenTech Eleg. £ 18	7705 120 127 18 8455 120 127 1	SMART		60kWh 85kWh	£52680 245 £58680 416
1.2 TSI 110 SE 1.4 TSI 125 SE 1.4 TSI 150 FR	£17535 12	18 114 13 13 120 16 18 109 20	1.6 TDI 105 SE £17	6590 103 114 10 7540 103 114 11 8290 103 114 11	there's no new reason to buy it	r Fortwo than ever, but ★★★☆☆ £11720 89 97 -	85kWh Dual Motor 85kWh Performance	£62780 416 £79080 416
1.8 TSI 180 FR 2.0 TSI 265 Cupra	£20740 17	8 137 25 11 154 32	1.6 TDI 105 GreenTech SE £17	7790 103 106 1: 8540 103 106 1:	0.9 90 Prime	£12415 89 97 - £12415 89 97 -	TOYOTA  AYGO 3dr hatch Probably to	he best of its ilk, but we'd
2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£27210 27 £17515 10	14 99 13	RAPID SPACEBACK 5dr estate makes most sense of Rapid's skinny b	ıody★★★☆☆	1.0 70 Passion 1.0 70 Prime	£11125 70 93 - £11820 70 93 -	still pay the premium for a VW l	£8695 68 95 6
1.6 TDI CR 105 SE 2.0 TDI CR 150 SE 2.0 TDI CR 150 FR	£19985 14	14 99 13 18 106 19 18 106 20	1.2 TSI 105 Greentech Eleg. £16	6640 104 125 14 6890 104 118 14 6430 104 118 1	FORFOUR 5dr hatch Four		1.0 x-play 1.0 x-pression 1.0 x-cite	£9895 68 95 7 £11095 68 95 7 £11295 68 95 7
2.0 TDI CR 184 FR LEON 5dr hatch Sharp looks	£22520 18 and handling.	11 109 26 Back from	1.2 TSI 105 SE £16 1.2 TSI 86 Greentech S £14	6180 104 125 1 4750 84 114 1	1.0 70 Passion 1.0 70 Prime	£11620 70 97 - £12315 70 97 -	1.0 x-clusiv  AYGO 5dr hatch Probably th	£11395 68 95 7 ne best of its ilk, but we'd
the Golf's quality, but good value 1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	£19925 10	☆ 18 87 14 18 114 13	1.2 TSI 86 S £14	5730 84 114 1; 4500 84 119 1; 5480 84 119 1;	1.0 70 Edition 1	£12315 70 97 - £13365 70 97 - £12215 89 99 -	still pay the premium for a VW l 1.0 x 1.0 x-play	Up ★★★☆ £9095 68 95 6 £10295 68 95 7
1.2 TSI 110 SE 1.4 TSI 125 SE	£17235 10	18 114 13 13 120 16	1.4 TSI 122 Eleg. DSG £18	8445 120 134 18 8105 120 127 18	0.9 90 Prime	£12910 89 99 - £12910 89 99 -	1.0 x-pression 1.0 x-cite	£11495 68 95 7 £11695 68 95 7
1.4 TSI 150 FR 1.8 TSI 180 FR	£21040 17		1.4 TSI 122 SE DSG £17	8565 120 127 13 7985 120 134 1		£14315 89 99 -	1.0 x-clusiv YARIS 3dr hatch Good space	
2.0 TDI CR 184 FR 2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£22820 18 £27510 27 £17815 10		1.6 TDI 105 Greentech Eleg. £18	8390 103 114 10 8640 103 106 10 8180 103 106 10	KORANDO 5dr hatch Good	for a Ssangyong, poor by	leader 1.0 VVT-i Active 1.0 VVT-i Icon	★★★☆ £10995 68 99 4 £12745 68 99 5
1.6 TDI CR 105 SE 2.0 TDI CR 150 SE	£18935 10 £20285 14	14 99 13 18 106 19	1.6 TDI 105 S £10 1.6 TDI 105 SE £17	6950 103 114 1 7930 103 114 1	2.0d SE 2WD 2.0d SE4 4WD	£14995 147 147 19 £16495 147 157 19	YARIS 5dr hatch Good space leader	ce and value, but not a class  ★★★☆☆
2.0 TDI CR 150 FR  LEON 5dr estate Sharp look the Golf's quality, but good value	s and handling.		1.6 TDI 90 GreenTech Eleg. £17	7355 89 99 14 7990 89 106 14 7530 89 106 14	TIVOLI 5dr hatch Trails the		1.0 VVT-i Active 1.0 VVT-i Icon 1.33 VVT-i Icon	£11595 68 99 4 £13345 68 99 5 £14095 98 114 10
1.2 TSI 105 S 1.2 TSI 105 SE	£16675 10	14 114 12 14 114 13	1.6 TDI 90 S	6300 89 114 1: 7280 89 114 1:	1.6 D EX 4WD	£17100 113 113 - £12950 126 149 -	1.33 VVT-i Sport 1.33 VVT-i Excel	£14995 98 119 10 £15695 98 119 10
1.4 TSI 140 FR 1.4 TSI 140 SE	£18845 13		OCTAVIA 5dr hatch Extended wh	7740 89 114 1- eelbase makes the	1.6 ELX	£15600 126 149 - £16000 126 149 -	1.5 WT-i Hybrid Icon 1.5 WT-i Hybrid Excel	£16195 98 75 10 £17695 98 82 11
1.6 TDI 110 SE Ecomotive 1.6 TDI CR 105 S 1.6 TDI CR 105 SE	£20920 10 £18810 10 £19930 10			e★★★☆ 9775 104 99 14 6525 104 114 1:		£14200 113 113 - £15850 113 113 - £17250 113 113 -	1.4 D-4D Icon  AURIS 5dr hatch Disappoir many better rivals	£15595 89 99 11 htingly average. There are ★★☆☆☆
1.8 TSI 180 FR 2.0 TDI CR 150 FR	£22035 17 £22825 14	8 137 25 8 106 20	1.2 TSI 105 SE £11 1.4 TSI 140 SE £19	7875 104 114 1: 9075 138 121 1	1.6 D ELX 4WD  REXTON W 5dr 4x4 Rugger	£19500 113 113 - d seven-seater makes short	1.33 VVT-i Active	£14945 99 128 7 £17645 99 128 8
2.0 TDI CR 150 SE 2.0 TDI CR 184 FR 2.0 TDI 150 SE X-Perience	£23815 18	18 106 19 11 112 26		0775 138 121 19 6630 178 135 29	2.0 SX	£21995 155 196 -	1.33 VVT-i Icon plus 1.6 V-matic Icon 1.6 V-matic Icon CVT	£18445 99 128 10 £17995 130 138 14 £18995 130 134 14
2.0 TDI 150 SE Tech X-Perience 2.0 TDI 184 SE Tech X-Perience	£26370 14	18 129 19 18 129 20 11 129 23	£23	3830 217 142 29 8575 104 99 13				£18995 130 134 14 £18795 130 138 16 £20250 130 140 14
ALTEA 5dr hatch Short on in visibility. Well-judged drive	nterior flexibilit ★★★☆	☆	1.6 TDI 105 SE £19 1.6 TDI 105 Eleg. £2	9925 104 99 1: 1625 104 99 1:	2.0D ES	£17995 155 199 27 £19995 155 199 27	1.8 WT-i Icon Hybrid 1.8 WT-i Icon plus Hybrid	£20645 134 84 12 £21545 134 86 14
1.6 TDI 105 i-Tech Ecomotive 2.0 TDI 140 i-Tech XL 1.6 TDI 105 i-Tech Ecomotiv	£16245 13	13 119 14 18 129 19 13 119 13	1.6 TDI 110 SE Business GreenI £20	0225 108 90 19 0225 108 90 19 0535 148 106 19		£23995 155 212 29	1.8 VVT-i Excel Hybrid 1.4 D-4D Active 1.4 D-4D Icon	£22890 134 91 12 £16295 89 99 10 £18995 89 103 10
XL 2.0 TDI 140 i-Tech  ALHAMBRA 5dr mpv Pract	£16965 13 tical, refined an	18 129 19 d good	2.0 TDI 150 SE Business £20 2.0 TDI 150 Eleg. £23	0535 148 106 20 2525 148 106 20	FORESTER 5dr 4x4 Solid, sunsexy	***	1.4 D-4D Icon plus 1.4 D-4D Excel	£19795 89 103 10 £21495 89 107 10
value. Not exciting 2.0 TDI 140 Ecomotive S 2.0 TDI 140 Ecomotive SE		\$ 146 18 18 146 18		6465 148 107 23 4075 181 115 20		£25495 147 160 23 £27495 147 160 23 £30995 237 197 34	AURIS 5dr estate Nothing tional. Good spec 1.33 VVT-i Active	wrong, but nothing excep- ★★★☆☆ £16045 99 130 7
2.0 TDI 140 Ecomotive I-TECH 2.0 TDI 140 Eco' SE Lux	£28630 13	18 146 18 18 146 18	Octavia an even more practical choice	neelbase makes tile e ★★★☆ 3880 104 119 14	2.0d X	£24995 145 150 24 £26995 145 156 25	1.33 VVT-i Icon 1.4 D-4D Active	£18745 99 130 8 £17395 89 109 10
2.0 TDI 177 SE 2.0 TDI 177 SE Lux	£28750 13 £32420 13	18 158 22 18 158 22	1.6 TDI 105 SE Business £20	2180 104 119 1: 0580 104 99 1:	XV 5dr 4x4 No nonsense cros		1.4 D-4D Excel 1.4 D-4D Icon	£22595 89 112 10 £20095 89 109 10
SKODA CITIGO 3dr hatch The VW Up	n in entry-level	Skoda	1.6 TDI 110 SE Business G'line £2	1425 108 90 1 1425 108 90 1 4780 148 124 2	2.0i ŠE	★★★☆☆ £21995 148 160 21 £23995 148 160 22	1.6 V-matic Icon 1.8 VVT-i Icon Hybrid 1.6 V-matic Excel	£19095 130 140 14 £21745 134 85 12 £21350 130 143 14
format 1.0 60 S		9 105 1	2.0 TDI 150 SE 4x4 £23 2.0 TDI 150 SE Business £2	3185 148 120 19 1735 148 106 19	2.0D SE 2.0D SE Premium	£23995 144 146 26 £25995 144 146 27	1.8 WT-i Excel Hybrid PRIUS 5dr hatch Clever an	£23990 134 92 12 d appealing in its own right,
1.0 60 SE 1.0 60 Monte Carlo 1.0 60 Greentech SE	£9135 5 £10670 5 £9495 5	9 105 2	1.2 TSI 105 SE £18	7330 104 117 1: 8680 104 117 1: 9880 138 121 1:	but no benchmark	(4 Acceptable in isolation ★★☆☆☆ £28495 163 161 19	not just as a hybrid 1.8 WT-i T3 1.8 WT-i T4	★★★★☆ £21995 134 89 15 £23745 134 92 15
1.0 60 Greentech Eleg. 1.0 75 Greentech Eleg.	£10010 5 £10400 7	9 95 1 4 98 2	1.4 TSI 140 Eleg. £2	1580 138 121 19 7830 178 136 29	2.5i SE Premium Lineartronic 2.0D SE	£31495 163 161 20 £27995 148 145 22	1.8 VVT-i T Spirit 1.8 VVT-i Plug-In	£25295 134 92 15 £33395 134 49 16
CITIGO 5dr hatch The VW Up format	***	☆	1.6 TDI 105 S £19	5030 217 142 29 9380 104 99 13	WRX STI 4dr saloon Appea	£30995 148 145 23 lingly old fashioned and	PRIUS+5dr mpv Expensive	
1.0 60 S 1.0 60 SE 1.0 60 Monte Carlo	£8625 5 £9485 5 £11020 5	9 105 1	1.6 TDI 105 Eleg. £22	0730 104 99 1: 2430 104 99 1: 1735 148 106 1:	2.5 STI	★★★★☆ £28995 296 242 40 alf brother looks just as	1.8 WT-i Icon 1.8 WT-i Excel 1.8 WT-i Excel Plus	£26995 178 96 15 £29245 178 101 15 £31245 178 101 16
1.0 60 Greentech SE 1.0 60 Greentech Eleg.	£9845 5 £10360 5	9 95 1 9 95 1	2.0 TDI 150 Scout 4x4 £25 2.0 TDI 150 Eleg. £23	5405 148 125 3330 148 110 2	good in Subaru blue. Cheaper, to 2.0i SE	£22495 197 181 30	RAV4 5dr 4x4 A solid option by Korean competition	n, but ultimately outgunned ★★★☆☆
1.0 75 Greentech Eleg.  FABIA 5dr hatch Straight-la likeable an all-rounder as you'll	ced for a super	4 98 2 mini, but as	2.0 TDI 150 Laurin Klement 4x4 £29	7665 148 107 23 9115 148 122 2 8200 181 129		£23995 197 181 31	2.0 V-matic CVT Icon 4WD 2.0 D-4D Active 2WD 2.0 D-4D Icon 2WD	£26305 150 167 29 £22795 124 127 26 £25295 124 127 26
1.0 60 S 1.0 75 S	£10600 5 £11460 7	9 106 2 4 108 4	2.0 TDI 184 vRS £25 ROOMSTER 5dr mpv Quirky look	5275 181 117 2 ks, talented packag	CELERIO 5dr hatch Roomy bargain price	****	2.0 D-4D Icon 4WD 2.0 D-4D Invincible 2WD	£26300 124 137 26 £27245 124 127 27
1.0 75 SE 1.0 75 SE L 1.2 TSI 90 SE	£12820 7- £13610 7- £13450 8	4 108 3	1.2 S £12	★★☆☆ 2105 69 143 ! 3575 69 143 !		£9799 68 99 - £8499 68 84 - £6999 68 99 - £7999 68 99 -	2.0 D-4D Invincible 4WD 2.2 D-4D Icon 4WD 2.2 D-4D Invincible 4WD	£28250 124 137 26 £27100 148 149 29 £29050 148 149 29
1.2 TSI 90 SE L 1.2 TSI 110 S DSG	£14240 8		1.2 TSI 85 S £12	2750 84 134 1 4135 84 134	1.0 SZ3 1.0 SZ4	£8999 68 99 -	AVENSIS 4dr saloon Nothi exceptional. Good spec	ing wrong, but nothing  ★★★☆☆
1.2 TSI 110 SE 1.2 TSI 110 SE L	£14890 10	18 110 12 18 110 12	1.2 TSI 105 S auto £14	4685 84 134 1 4185 104 134 1	Sport is excellent fun	****	1.8 V-matic Active 1.8 V-matic Icon	£17700 145 152 17 £20300 145 152 18
1.4 TDI 90 S 1.4 TDI 90 SE 1.4 TDI 90 SE L	£14090 8 £15450 8 £16240 8	9 93 10	1.2 TSI 105 Scout £15	4800 104 134 13 5350 104 134 13 6325 74 109	1.2 SZ3	£8999 93 116 11 £10599 93 116 11 £11699 93 116 11	1.8 V-matic Icon+ 2.0 D-4D Active 2.0 D-4D Icon	£23250 145 152 18 £18695 124 119 22 £21295 124 119 22
1.4 TDI 105 SE L FABIA 5dr estate	£16840 10	14 95 12	1.6 TDI CR 90 SE £15 1.6 TDI CR 90 Scout £15	5415 89 124 1 5965 89 124 1	1.6 Sport SWIFT 5dr hatch Cute looks	£13999 134 147 19 and rewarding handling.	2.0 D-4D Icon+ 2.0 D-4D Excel	£24245 124 119 23 £24495 124 119 23
1.0 75 S 1.0 75 SE 1.0 75 SE L	£12460 7- £13965 7- £14755 7-			5640 104 124 13 6190 104 124 13 in Good bandling as	1.2 SZ3 4x4	★★★☆ £12099 93 116 11 £13699 93 116 11	2.2 D-4D 150 Icon 2.2 D-4D 150 Icon+ 2.2 D-4D 150 Excel	£23450 148 143 25 £25250 148 143 25 £25500 148 145 26
1.2 TSI 110 S DSG 1.2 TSI 110 SE	£14740 10			<b>★★★☆</b>	1.2 SZ2	£9499 93 116 11 £11099 93 116 11	2.2 D-CAT 150 Icon 2.2 D-CAT 150 Icon+	£23400 148 165 25 £26350 148 165 25
1.2 TSI 110 SE L 1.2 TSI 90 SE	£16035 10 £14595 8	9 107 8	2.0 TDI 140 Outdoor SE Bness 4 £22		1.6 Sport	£12199 93 116 11 £14499 134 147 19	2.2 D-CAT 150 Excel  AVENSIS TOURER 5dr es	
1.2 TSI 90 SE L 1.4 TDI 105 SE L 1.4 TDI 90 S	£15385 8 £17985 10 £15090 8	14 97 12	1.2 TSI 105 Outdoor S £16	6915 103 142 1: 6915 103 142 1: 8425 103 142 1:	very worthy crossover also-ran	Not class-leading, but a ★★★☆☆ £13999 118 127 13	nothing exceptional. Good spec 1.8 V-matic Active 1.8 V-matic Icon	£18750 145 153 17 £21350 145 153 18
1.4 TDI 90 SE 1.4 TDI 90 SE L	£16595 8		1.2 TSI 105 Outdoor SE £18 1.2 TSI 105 Eleg. £20	8425 103 142 13 0250 103 142 14	1.6 SZ-T 1.6 SZ5	£17999 118 127 13 £20249 118 127 14	1.8 V-matic Icon+ 2.0 D-4D Active	£24300 145 153 18 £19745 124 120 22
<b>RAPID 5dr hatch</b> 1.6 TDI 105 E 1.6 TDI 90 Eleg.		13 114 16 13 114 13	1.8 TSI 160 Outdoor L&K 4WD £25	0250 103 142 145 15940 158 184 23 1405 103 119 14	1.6 DDiS SZ3	£22049 118 135 14 £16999 118 110 20 £17999 118 110 20	2.0 D-4D Icon 2.0 D-4D Icon+ 2.0 D-4D Excel	£22345 124 120 22 £25295 124 120 23 £26145 124 119 23
1.6 TDI 90 GreenLine 1.6 TDI 90 GreenTech Eleg.	£17975 10 £17965 10	99 13 13 104 13	1.6 TDI 105 Outdoor S GreenLin £18 1.6 TDI 105 SE GreenLine II £19	8405 103 119 14 9915 103 119 14	1.6 DDIS SZ-T 1.6 DDIS SZ-T Allgrip	£19499 118 110 20 £21299 118 114 18	2.2 D-4D 150 Icon 2.2 D-4D 150 Icon+	£24500 148 147 25 £26300 148 147 25
1.6 TDI 90 GreenTech SE 1.6 TDI 90 S	£17215 10 £16015 10	13 104 13 13 114 13	1.6 TDI 105 Outdoor SE GreenLi £19 1.6 TDI 105 Eleg. GreenLine £2	9915 103 119 14 1675 103 119 14	1.6 DDIS SZ5 1.6 DDIS SZ5 Allgrip	£21749 118 110 19 £23549 118 114 19	2.2 D-4D 150 Excel 2.2 D-CAT 150 Icon	£27150 148 149 26 £24450 148 170 25
1.6 TDI 90 SE 1.2 75 S 1.2 TSI 86 S	£13350 7-	13 114 13 4 137 7 4 119 10	2.0 TDI 110 S £18	1675 103 119 14 8255 109 134 14 8255 109 134 14	Drives better than most	thy addition to the class.  ★★★☆ £19799 118 123 -	2.2 D-CAT 150 Icon+ 2.2 D-CAT 150 Excel	£27405 148 170 25 £28250 148 173 26



#### **Vauxhall Astra Sports Tourer**

Spring 2016

Having made its debut at the Frankfurt motor show, Vauxhall's stretched estate version of the new Astra will appear in UK showrooms in March. As well as more interior space, Vauxhall has added 80 litres of storage space, giving it a total of 1630 litres. Expect cabin trim, engines and options to carry over from the hatchback. Price £15,585

#### **AUTUMN/WINTER 2015**

Alpina D3 Biturbo, Audi A4, RS6/RS7 Performance, Alfa Romeo Giulia, **BMW** X1, **DS** 4 facelift, **Ford** Ecosport, **Hyundai** Santa Fe facelift, Tucson, **Jaguar** XF, F-Type SVR, **Jeep** Grand Cherokee facelift, **Kahn** Vengeance, Flying Huntsman Pick-Up, **Kia** Optima, Cee'd facelift, **Koenigsegg** Regera, Agera RS, **Lexus** GS F, RX, **Mercedes-Benz** A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi. Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Tiguan, Vuhl 05

#### **SPRING 2016**

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 488 Spider, Fiat Tipo, Ford Focus RS, Ford Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar F-Pace, **Kia** Sportage, **Kahn** Speed 7, **Lamborghini** Aventador SV roadster, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, Mini Countryman, Convertible, Porsche Boxster facelift, 911 Carrera 4/4S, Toyota Prius, C-HR, RAV4 facelift, Vauxhall Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Volvo S90

#### **SUMMER 2016**

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, BMW 1 Series saloon, Borgward BX7, Ferrari F12 Speciale, Fiat 124 Spider, Ford Ka, Infiniti 0X30, Mercedes-AMG SL63, Mercedes-Benz E-Class, SLC, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane, Seat Leon SUV, Skoda Roomster, Tesla Model X

#### **AUTUMN/WINTER 2016**

Audi Q5, Ford GT, Hyundai Hybrid, Mercedes-AMG GT3, E63, Morgan EV3, Nissan Juke, Renault Scenic, Vauxhall Insignia

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Audi RS6/RS7 Performance Autumn/winter 2016 Audi has given two of its fastest models more power, adding 45bhp and 37lb ft to the 4.0-litre twinturbocharged V8 engine that already powers the RS6 Avant and RS7 Sportback. That means total outputs now stand at 597bhp and 533lb ft – enough to drop the 0-62mph sprint time to 3.7sec. Despite the increase, Audi says fuel consumption and emissions figures remain unchanged. Price £86,000

# **NEW CARS A-Z**

Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group	Make and Model	Price Bhp CO <sub>2</sub> g/km Insurance group
VERSO 5dr mpv Ride is firm a with all seats in use	and boot space limited	1.3 CDTi 95 S-S SE CORSA 5dr hatch Very refine	£15170 94 85 -	2.0 CDTi 165 SRi auto 1.4T 16v 120 Sport S-S	£25005 163 149 20 £19355 118 139 13	INSIGNIA SPORTS TOUR as good as a Mondeo. Inert steer		1.6i 115 Exclusiv S-S 1.6i 115 SE S-S		2.0 TDI 140 Bluemotion Tech ( GOLF 3dr hatch The comple	
1.6 V-matic Active 5st	£17770 130 157 13 £18300 130 157 13		★★★☆☆ £13510 89 102 9	1.4T 16v 140 Sport S-S	£20245 138 139 16	1.4T 140 Design Nav 1.4T 140 Design S-S		1.4T 140 Tech Line 2WD S-S 1.4T 140 Tech Line 4x4 S-S	£17214 138 139 11		**** £21435 103 89 15
1.6 V-matic Icon 7st	£20300 130 157 14	1.0i 90 S-S SRi	£14205 89 102 9	1.4T 16v 140 SRi S-S	£21470 138 139 16	1.4T 140 Energy S-S	£22634 138 131 15	1.4T 140 Exclusiv 2WD S-S 1.4T 140 Exclusiv 4x4 S-S	£19214 138 139 12	1.6 TDI 90 S	£18995 89 98 10
1.8 V-matic Excel M'Drive 7st	£24300 145 150 15	1.0i 90 S-S SE 1.0i 115 S-S Sting	£11425 113 - 12	2.0T 280 VXR 2.0 CDTi GTC Sp. 165	£22300 163 127 20	1.6T 170 Elite Nav 1.6T 170 Elite S-S	£24714 168 146 20	1.4T 140 SE 2WD S-S	£21714 138 139 13	1.2 TSI 85 S	£17595 84 113 7
1.6 D-4D Icon		1.0i 115 S-S SRi VX-Line 1.2i 70 Life	£15240 113 - 12 £11680 69 126 2	2.0 CDTi 195 BiTurbo S-S	£24520 192 129 -	2.0 CDTi 120 Design 2.0 CDTi 120 Design Nav		1.7 CDTi 130 Tech Line S-S	£18224 129 120 12		£18185 104 114 11 £18945 121 120 14
LAND CRUISER V8 5dr 4x4 likeable. Pricey to buy and run	4 A dinosaur, but  ★★★☆☆	1.2i 70 Sting 1.2i 70 Design	£9775 69 126 2 £12745 69 126 2	CASCADA 2dr open Comfort alternative to the usual ragtops		2.0 CDTi 120 Elite 2.0 CDTi 120 Elite Nav		1.7 CDTi 130 Exclusiv S-S 1.7 CDTi 130 SE S-S		1.4 TSI 122 Match 1.4 TSI 150 GT ACT	£19880 121 120 15 £23615 148 112 15
4.5 D-4D Land Cruiser 3dr 4x4 At		1.2i 70 SRi 1.2i 70 SRi VX-Line	£12375 69 126 2 £13410 69 126 2	1.6T 200 200 Elite 1.6T 200 SE		2.0 CDTi 120 SRi Nav 2.0 CDTi 120 Tech Line		1.7 CDTi 130 Tech Line 4x4 S-S 1.7 CDTi 130 Exclusiv 4x4 S-S		2.0 TSI 220 GTI 1.6 TDI 105 S	£27500 217 139 29 £19800 103 99 12
Spongey on road	<b>★★★☆☆</b>	1.2i 70 SE 1.4i 90 Life	£13020 69 126 2 £12025 89 121 -		£24500 138 148 20 £27875 138 148 21	2.0 CDTi 130 Design 2.0 CDTi 130 Design Nav		1.7 CDTi 130 SE 4x4 S-S	£24424 129 129 14		£20735 103 99 13 £22670 148 106 18
LAND CRUISER 5dr 4x4 Ar Spongey on road		1.4i 90 Sting 1.4i 90 Design	£10120 89 121 - £12025 89 121 -	1.6T SIDI 170 SE Au 1.6T SIDI 170 Elite Au	£27600 168 168 24	2.0 CDTi 130 Energy 2.0 CDTi 140 Design	£22914 129 104 16 £20634 138 104 19	residuals	<b>★★★☆☆</b>	2.0 TDI 150 GT 2.0 TDI 184 GTD	£24120 148 109 17 £26935 181 112 26
3.0 D-4D 190 LC3	£37015 187 213 31	1.4i 90 Easytronic Design	£12680 89 119 -	2.0 CDTi 165 SE S-S	£26480 163 138 23	2.0 CDTi 140 Design Nav	£21484 138 104 19	2.2 CDTi 163 Exclusiv S-S	£21400 161 167 25	GOLF 5dr hatch The comple	ete package. Reassuringly
3.0 D-4D 190 LC5		1.4i 90 SRi VX-Line	£12720 89 121 - £13755 89 121 -	2.0 CDTi 165 Elite S-S 2.0 CDTi 195 BiTurbo Elite S-S	£30065 192 138 27	2.0 CDTi 140 Elite 2.0 CDTi 140 Elite Nav	£24814 138 104 19 £25664 138 104 19	2.2 CDTi 163 SE Nav 4x4 S-S	£26660 161 177 25	expensive 1.6 TDI 90 S	★★★★ £19650 89 98 10
GT86 2dr coupé A tail-out tril things. Splendid. Cheaper now, to	0 ****	1.4i 90 SE 1.4i 100 Turbo SRi	£13365 89 121 - £13375 99 119 10	INSIGNIA 5dr hatch Nearly a Inert steering	<b>★★★★☆</b>	2.0 CDTi 140 Energy 2.0 CDTi 140 SE	£24004 138 104 19 £22434 138 104 19	2.2 CDTi 163 Diamond 4x4 S-S	£24620 161 177 25	2.0 TSI 300 R e-Golf 115 BEV	£31475 296 165 34 £31325 114 0 15
		1.4i 100 Turbo SRi VX-Line 1.4i 100 Turbo SE	£14410 99 119 10 £14020 99 119 10	1.4T 140 SRi Nav 1.6T 170 Elite Nav	£20394 138 123 15 £24229 168 139 20	2.0 CDTi 140 SRi 2.0 CDTi 140 SRi Nav	£22434 138 104 19 £23284 138 104 19			1.2 TSI 85 S 1.2 TSI 105 S	£18250 84 113 7 £18840 104 114 11
2.0 Aero		1.3 CDTi 75 S-S Life	£13930 74 99 - £13930 74 99 -	1.8i VVT Design Nav 1.8i VVT SRi Nav	£17679 138 164 14	2.0 CDTi 140 SRi VX-Line 2.0 CDTi 140 SRi VX-Line Nav	£23654 138 104 19 £24504 138 104 19	cheap	****	1.4 TSI 122 S 1.4 TSI 122 Match	£19600 121 123 14 £20535 121 123 15
	£25995 197 164 33	1.3 CDTi 75 S-S SRi	£14625 74 99 - £15660 74 99 -	2.0 CDTi 120 Design Nav 2.0 CDTi 120 Elite Nav		2.0 CDTi 140 Tech Line 2.0 CDTi 163 Country Nav 4x4	£23284 138 104 19 £28304 161 147 20	VOLKSWAGEN		1.4 TSI 150 GT ACT 1.4 TSI 150 GT ACT DSG	£24270 148 112 15 £25685 148 113 15
VAUXHALL VIVA 5dr hatch Comfortable a	and en acious - Ht	1.3 CDTi 75 S-S SE	£15270 74 99 -	2.0 CDTi 120 SRi Nav	£21734 118 99 15	2.0 CDTi 195 BiTurbo Elite aut	£28819 192 159 24	UP 3dr hatch Hardly revolution		1.4 TSI 204 PHEV GTE	£33755 148 39 26
class leaders are sweeter to drive	****		£15125 94 85 - £16160 94 85 -	2.0 CDTi 120 SRi VX-Line Nav 2.0 CDTi 130 Design	£18244 128 112 16	2.0 CDTi 195 BiTurbo SRi 2.0 CDTi 195 BiTurbo SRi VX-L	£26254 192 129 24 £27474 192 129 24	1.0 75 Groove Up		2.0 TSI 220 GTI 1.6 TDI 105 S	£28155 217 139 29 £20455 103 99 12
	£8665 73 99 - £8490 73 104 -	1.3 CDTi 95 S-S SE ASTRA 5dr hatch Good hand	£15770 94 85 - ling, nice engines but	2.0 CDTi 130 Design Nav 2.0 CDTi 130 Energy		2.0 CDTi 195BiTboCo'tryNav4x 2.0 CDTi 195BiTurbSRiVX-Ln Na		1.0 75 Rock Up 1.0 60 Take Up	£8870 59 105 1	1.6 TDI 105 Match 1.6 TDI 110 BlueMotion	£21390 103 99 13 £22090 103 89 15
	£7995 73 104 - £8170 73 99 -	over-geared. Focus is better 1.3 CDTi 95 ecoFLEX Design	★★★★☆ £16835 94 104 9	2.0 CDTi 130 SE 2.0 CDTi 130 SRi		2.0 CDTi195BiTurbEliteNav auto 2.0T 250 SRi VX-Line Nav	£29669 192 159 24 £24954 247 174 26	1.0 60 Move Up 1.0 60 BMT Move Up	£9925 59 105 1 £10285 59 95 1	2.0 TDI 150 Match 2.0 TDI 150 GT	£23325 148 106 18 £24775 148 109 17
1.0 SL ADAM 3dr hatch Certainly loo		1.4i VVT 100 Design 1 4i VVT 100 Excite	£15445 99 129 9 £17920 99 129 9	2.0 CDTi 130 SRi Nav 2.0 CDTi 130 SRi VX-Line		2.0T 250 SRi VX-Line S-S 2.8T VXR SuperSport	£24104 247 174 26 £31429 321 249 37	1.0 75 High Up		2.0 TDI 184 GTD GOLF 5dr estate The compl	£27590 181 112 26 lete nackage Reassuringly
better superminis ahead of it	****	1.4i VVT 100 Tech Line 1.6 CDTi 110 ecoFLEX Design S-	£16770 99 129 9	2.0 CDTi 130 SRi VX-Line Nav 2.0 CDTi 140 Design Nav	£22114 128 112 16	2.0 CDTi 163 Country 4x4 2.0 CDTi 195 BiTbo Country 4x4	£27154 161 147 20	UP 5dr hatch Hardly revolution	onary, just quantifiably	expensive 1.2 TSI 105 S	***** £19535 104 117 11
1.0 S-S Glam	£15000 113 114 3	1.6 CDTi 110 ecoFLEX Elite S-S	£23175 108 97 9	2.0 CDTi 140 Elite Nav	£24364 138 99 19	MERIVA 5dr mpv Clever flex		1.0 75 Groove Up e-up 82 BEV	£12500 74 108 4	1.2 TSI 85 S	£18945 84 115 7
1.0 S-S Rocks Air	£16995 113 119 3	1.6 CDTi 110 e'FLEX Tec Ln S-S		2.0 CDTi 140 SRi VX-Line Nav	£23204 138 99 19	young families. Nice to drive 1.6 CDTi 110 S-S Exclusiv	£20715 108 99 7	1.0 60 Take Up	£9245 59 105 1		£21230 121 124 13
1.2 Jam S-S	£11925 69 118 3	1.6 CDTi 136 ecoFLEX Elite S-S 1.6 CDTi 136 ecoFLEX SRi S-S	£22335 134 104 9	2.0 CDTi 170 SRi Nav 2.0 CDTi 195 Biturbo SRi Nav	£25804 192 125 24	1.6 CDTi 136 Exclusiv AC S-S 1.6 CDTi 136 SE AC S-S	£20875 134 116 7 £21730 134 116 7	1.0 60 BMT Move Up		1.6 TDI 105 S	£24545 138 121 15 £21150 103 102 12
		1.6 CDTi 136 e'FLEX Design S-S 1.6 CDTi 136 e'FLEX Tec Ln S-S		2.0 CDTi 195BiTurbEliteNav aut 2.0 CDTi 195BiTurbSRi VX-LnNav	£27024 192 125 24	1.6 CDTi 136 Tech Line 1.7 CDTi 110 Excl. AC Au		1.0 75 High Up 1.0 75 BMT High Up	£11875 74 108 2 £12235 74 98 2	1.6 TDI 105 SE 1.6 TDI 110 BlueMotion	£22085 103 102 11 £22785 110 92 15
		1.6CDTi 110e'FLEX Tec LnGT S-S 1.6CDTi 136e'FLEX Tec LnGT S-S		2.0T 250 Elite Nav 2.0T 250 SRi VX-Line Nav		1.7 CDTi 110 S AC Au 1.7 CDTi 110 S auto	£20850 109 160 12 £20995 109 160 12		Sweet handling, solid  ★★★☆	1.6 TDI 90 S 2.0 TDI 150 GT	£20765 89 102 10 £25470 148 110 17
		1.6i VVT 115 Design 1.6i VVT 115 Excite		2.8T VXR Supersport 1.4T 14O Design	£30129 321 249 37	1.7 CDTi 110 SE AC Au 1.4i VVT 100 Energy AC	£22505 109 160 12 £17865 99 140 7		£17910 148 110 24 £11300 59 106 7	2.0 TDI 150 SE GOLF SV 5dr mpv MOB plat	£24020 148 108 17
1.4 87 Slam	£13825 86 129 6	1.6i VVT 115 Tech Line GT 1.6i VVT Tech Line	£17610 114 147 12	1.4T 140 Design Nav 1.4T 140 Energy	£18594 138 123 15	1.4i VVT 100 Tech Line AC 1.4i VVT 100 SE	£13999 99 140 7 £18710 99 140 8	1.0 60 S AC	£12020 59 106 7	MPV proportions. Still no C-Max 1.2 TSI 85 S	
1.4 100 Jam S-S	£12775 99 119 9	2.0 CDTi 165 e'FLEX Tech L S-S 2.0 CDTi 165 Tech Line GT S-S	£19995 158 119 20	1.4T 140 SRi 1.4T 140 SE		1.4T 120 Exclusiv AC		1.0 60 SE Design	£13735 59 106 8		£20215 108 117 14 £20975 121 125 16
1.4 100 Glam S-S	£14145 99 119 9	1.4i VVT 100 SRi	£18865 99 129 9	1.4T 140 Tech Line	£20394 138 123 15	1.4T 140 Exclusiv AC	£19425 138 149 14	1.0 75 SE Design	£14260 74 108 11	1.4 TSI 125 SE	£21910 121 125 14
1.4 100 Slam S-S	£14350 99 129 9 £14645 99 119 9	1.6i VVT Elite	£21275 114 147 12	1.6T 170 Elite 1.8i VVT Design		1.4 CDTi 75 Energy AC	£19225 74 124 5	1.2 TSI 90 SE 1.2 TSI 90 SE Design	£14880 89 107 15	1.4 TSI 150 GT 1.6 TDI 90 S	£25370 148 130 18 £21025 89 101 11
CORSA 3dr hatch Very refine		2.0 CDTi 165 ecoFLEX Elite S-S	£24260 158 119 21	1.8 VVT Energy 1.8 VVT SRi	£18629 138 164 14	1.3 CDTi 75 Tech Line AC 1.6 CDTi 95 S-S Exclusiv	£20405 94 105 7	1.2 TSI 110 SEL 1.8 TSI 192 GTI	£18900 189 139 24	1.6 TDI 110 S 1.6 TDI 110 BlueMotion	£21980 110 101 13 £23285 110 98 13
	★★★☆ £12910 89 102 9	2.0 CDTi 165 ecoFLEX SRi S-S 2.0 CDTi 195 Biturbo S-S	£22825 158 119 21 £24205 192 134 21	2.0T 250 SRi VX-Line 2.0T 250 Elite	£22804 247 169 26 £23964 247 169 26	1.6 CDTi 110 S-S SE ZAFIRA TOURER 5dr mpv	£21570 108 99 - Super-stylish, but lacks	1.4 TDI 75 SE 1.4 TDI 75 SE Design	£14845 74 93 13 £15945 74 93 14	1.6 TDI 110 SE 2.0 TDI 150 SE	£22915 110 101 11 £24280 148 112 17
		ASTRA 5dr estate More com very decent small estate	posed than the hatch. A  ★★★☆	2.0 CDTi 120 Design 2.0 CDTi 120 Energy	£19084 118 99 15 £22454 118 99 16	sliding rear doors 1.6 CDTi 136 Elite S-S	★★★☆☆ £28780 134 109 16	1.4 TDI 90 SEL POLO 5dr hatch A mini Golf.	£16820 79 93 16 Sweet handling, solid	2.0 TDI 150 GT JETTA 4dr saloon Big boot	£25875 148 115 17 t, pleasant dynamics and
1.0i 115 S-S Sting		1.3 CDTi 95 ecoFLEX Design S-S 1.4i VVT 100 Design		2.0 CDTi 120 SRi 2.0 CDTi 120 SRi VX-Line		1.6 CDTi 136 SRi S-S 1.4T 140 Tech Line	£27300 134 109 16 £20875 138 154 16	interior and good value 1.0 60 S	★★★☆ £11930 59 106 7	good pricing. A bit dull	★★★☆☆ £18895 123 125 18
1.0i 115 S-S SRi VX-Line	£14640 113 - 12	1.4i VVT 100 Tech Line 1.6 CDTi 110 ecoFLEX Elite S-S	£17805 99 137 9	2.0 CDTi 120 SE		1.4T 140 Exclusiv	£23100 138 154 16 £24450 138 154 15	1.0 60 S AC	£12650 59 106 7 £13265 59 106 8	1.4 TSI 125 SE	£20225 123 125 18 £20930 148 123 21
1.2i 70 Sting	£9175 69 126 2	1.6 CDTi 110 e'FLEX Design S-S 1.6 CDTi 110 eFLEX SRi S-S	£18755 108 97 14	2.0 CDTi 140 Design	£19334 138 99 18 £22704 138 99 19	1.4T 140 SE	£24485 138 154 15 £25965 138 154 16	1.0 60 SE Design	£14365 59 106 8 £13790 74 108 10	1.4 TSI 150 GT	£21795 148 123 21 £20175 109 105 14
1.2i 70 SRi	£11775 69 126 2	1.6 CDTi 110 eFLEX Tech Ln S-S	£19930 108 97 14	2.0 CDTi 140 SRi	£21134 138 99 19	1.8i 140 ES	£21760 138 169 14	1.0 75 SE Design	£14890 74 108 11	2.0 TDI 110 SE	£21505 109 105 15
1.2i 70 SE	£12420 69 126 2	1.6 CDTi 136 ecoFLEX Elite S-S 1.6 CDTi 136 e'FLEX Design S-S	£19350 134 104 14	2.0 CDTi 140 SE	£22354 138 99 19 £21134 138 99 19	1.8i 140 Exclusiv	£20575 138 169 14 £22800 138 169 14	1.2 TSI 90 SE Design	£14410 89 107 15 £15510 89 107 15	2.0 TDI 150 SE	£22370 109 105 15 £22505 148 109 22
1.4i 90 Sting	£9520 89 121 -	1.6 CDTi 136 eFLEX Tech Ln S-S		2.0 CDTi 140 Elite	£21984 138 99 19 £23514 138 99 19	1.6 CDTi 136 Exclusiv	£25915 134 109 16	1.2 TSI 110 SEL 1.4 TSI 150 ACT BlueGT		BEETLE 3dr hatch Huge im	
1.4i 90 Easytronic Design	£11425 89 121 - £12080 89 119 -	1.6i VVT 115 Elite	£17145 114 149 12 £22295 114 149 12	2.0 CDTi 170 Design 2.0 CDTi 170 Design Nav	£20334 168 114 20 £21184 168 114 20		£27300 134 109 16 £23460 129 137 15		£19530 189 139 24 £15475 74 93 13		★★★☆☆ £16275 104 128 13
	£12120 89 121 - £13155 89 121 -		£18505 114 149 12 £25275 162 124 20		£23704 168 114 20 £22134 168 114 20		£22275 129 137 15 £24500 129 137 15	1.4 TDI 75 SE Design 1.4 TDI 90 SEL	£16575 74 93 14 £17450 79 93 16		£18670 104 128 14 £20705 148 134 20
1.4i 90 SE	£12765 89 121 - £12775 99 119 10	2.0 CDTi 165 Tech Line S-S	£21015 162 124 20	2.0 CDTi 170 SRi VX-Line	£23354 168 114 - £24204 168 114 -	2.0 CDTi 130 SRi	£25850 129 137 15	GOLF CABRIOLET 2dr operations of spiring four-seat soft-top		1.4 TSI 150 Sport 2.0 TSI 220 Sport	£22525 148 134 20 £23755 217 150 27
1.4i 100 Turbo SRi VX-Line	£13810 99 119 10		£23840 162 124 21 £25220 192 134 21	2.0 CDTi 170 SE	£22134 168 114 - £22984 168 114 -	2.0 CDTi 130 Elite	£27365 129 137 15 £26115 168 129 19	1.2 TSI 105 S	£22070 103 139 15 £22765 121 149 19	2.0 TDI 110	£18100 108 112 13 £20475 108 112 13
1.3 CDTi 75 S-S Life	£13330 74 99 6	ASTRA GTC 3dr coupé Good	d looking three-door	2.0 CDTi 170 Elite	£24514 168 114 -	2.0 CDTi 170 Tech Line	£23890 168 129 19	1.4 TSI 122 SE	£23815 121 149 19	2.0 TDI 150 Design	£21175 148 119 20
1.3 CDTi 75 S-S SRi	£14025 74 99 -	hatch with the dynamics to match 1.4T 16v 140 Sport auto	£21570 118 159 16	2.0 CDTi 170 Elite Nav 2.0 CDTi 195 Biturbo SRi	£25364 168 114 - £24954 192 125 24	2.0 CDTi 170 SE	£27530 168 129 19 £27500 168 129 19	2.0 TSI 210 GTI		BEETLE 2dr open Huge imp	
1.3 CDTi 75 S-S SE	£15060 74 99 - £14670 74 99 -	1.6T 200 Sport S-S	£21595 202 168 25	2.0 CDTi 195 BiturbSRi VX-Line 2.0 CDTi 195 BiturboElite auto		MOKKA 5dr hatch Compact		1.6 TDI 105 Bluemotion Tech S		1.2 TSI 105	★★★☆☆ £19230 104 129 15
	£14525 94 85 9 £15560 94 85 -		£22820 202 168 25 £23780 163 149 20			on persuasive quality 1.6i 115 Tech Line S-S	★★★☆ £16474 114 153 5	1.6 TDI 105 Bluemotion Tech SE 2.0 TDI 140 Bluemotion Tech S			£21625 104 129 16 £23515 148 138 22

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- Full LED headlights and fog lights
- ► Colour Touchscreen with Sat Nav
- Reversing Camera

PURE TECH

PEUGEOT RECOMMENDE TOTAL

Official Fuel Consumption in MPG (I/100km) and CO2 emissions (g/km) for the 308 Range are: Urban 34.9 - 80.7 (8.1 - 3.5), Extra Urban 576 - 97.4 (4.9 - 2.9), Combined 47.1 - 91.1 (6.0 - 3.1) and CO2 139 - 82 (g/km)

MPG figures are achieved under afficial EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on the road driving conditions. Terms and conditions apoly, particles and is not actual to the property of the conditions of the recomparative purposes only and may not reflect actual on the road driving conditions. Terms and conditions apoly, particles and is a recomparative may be required. Financial Services, Over 18 and 1

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Make and Model	Price	CO <sub>2</sub> g/km Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km Insurance group	Make and Model	Price	Bhp CO, a/km	Insurance group
1.4 TSI 150 Sport 2.0 TDI 110		138 22 115 15	TIGUAN 5dr 4x4 Dull but capa but good ride and handling	ible soft i		Pricey,	2.0 D4 190 SE Lux Nav 2.0 D4 190 R-Design	£27770 £25745		9 27
2.0 TDI 110 Design		115 16	1.4 TSI 160 BMT Match 2WD	£23955		156 21	2.0 D4 190 R-Design Nav	£26545		9 25
2.0 TDI 150 Design	£24245 148	120 23	1.4 TSI 160 Match 4WD	£25645	158	178 21	2.0 D4 190 R-Design Lux Nav	£28220	187 9	9 26
2.0 TDI 150 Sport		120 23	2.0 TDI 140 BMT Match 2WD	£25150		138 18	2.0 D4 190 C-Country SE Nav	£26870		12 24
2.0 TSI 220 Sport		154 29	2.0 TDI 140 BMT Match 4WD	£26920	138 175	150 19	2.0 D4 190 C-Country Lux Nav	£28770	187 1	
CC 4dr saloon Loses a name a never compels	ilaii əmos some ilaii ★★★★☆	r, Dut	2.0 TDI 177 BMT Match 4WD 2.0 TSI 180 Match 4WD	£27925 £26485		151 23 198 24	<b>S60 4dr saloon</b> T6 is rapid, a niche choice	rweatner ★★★		ır, ır a
I.4 TSI 160 BMT		144 27	1.4 TSI 160 Blue Tech S	£21960		156 18	1.6 D2 R-Design Lux Nav S-S	£31745	113 10	03 20
2.0 TDI 177 BMT GT		120 27	1.4 TSI 160 S 4WD	£23650	158	178 18	1.6 D2 R-Design Lux S-S	£30745	113 10	
2.0 TSI 210 GT		169 29	2.0 TSI 210 R-line 4WD	£29180		199 22	1.6 D2 R-Design Nav S-S	£29245	113 10	
2.0 TSI 210 R-Line 2.0 TDI 140 BMT		169 32 119 23	2.0 TDI 110 BMT S 2WD 2.0 TDI 140 BMT S 2WD	£22605 £23155	109 138	138 14 138 17	1.6 D2 R-Design S-S	£28245 £30045	113 10	
2.0 TDI 140 BMT GT		119 24	2.0 TDI 140 BMT S 4WD	£24925		150 17	1.6 D2 SE Lux Nav S-S 1.6 D2 SE Lux S-S	£29045	113 10	
2.0 TDI 177 BMT R-Line		120 28	2.0 TDI 140 BMT Escape 4WD	£27610		150 18	1.6 D2 SE Nav S-S	£27745	113 10	
EOS 2dr cc Pleasant and pred	ctable drive. Feeli	ing old	2.0 TDI 140 BMT R-line 4WD	£28750	138	150 18	1.6 D2 SE S-S	£26745	113 10	
now	****		2.0 TDI 177 BMT R-line 4WD	£29755		151 23	1.6 T3 R-Design Nav S-S	£28305		35 23
1.4 TSI 160 Sport 2.0 TSI 210 Sport		157 24 165 30	TOUAREG 5dr 4x4 Good valu comfort and deftness	e, and a g		ena or	1.6 T3 SE Nav S-S	£26805 £32595	148 13	35 23
2.0 TDI Blue Tech Sp.		125 23	3.0 V6 TDI 204 SE	£43605		173 39	2.0 D3 R-Design Lux Nav S-S 2.0 D3 R-Design Lux S-S	£31795	134 1	
2.0 TDI Blue Tech Exec.		125 23	3.0 V6 TDI 204 R-line	£46605		173 40	2.0 D3 R-Design Nav S-S	£30095		14 24
SCIROCCO 3dr coupé A con	plete coupe.		3.0 V6 TDI 262 SE	£45405		174 42	2.0 D3 SE Lux Nav S-S	£30895		14 24
Entertaining, practical and stylis		105.00	3.0 V6 TDI 262 R-line	£48405		174 42	2.0 D3 SE Nav S-S	£28595		14 23
1.4 TSI 125 1.4 TSI 125 GT		125 22 125 23	3.0 V6 TDI 262 Escape  CARAVELLE 5dr mpv Rugge	£45605		180 42	2.0 D4 R-Design Lux Nav S-S 2.0 D4 R-Design Lux S-S	£33845 £32645		9 29
2.0 TSI 180		142 31	people	u wui kiiu		Lally	2.0 D4 R-Design Nav S-S	£31345		9 28
2.0 TSI 220 GT		142 37	2.0 TDI 140 SE SWB	£36006		189 25	2.0 D4 R-Design S-S	£30145		9 28
2.0 TSI 220 R-line		139 37	2.0 TDI 140 SE 4Mot. SWB	£38484		206 26	2.0 D4 SE Lux Nav S-S	£32145		9 29
2.0 TSI 280 R		187 42	2.0 TDI 140 SE LWB	£38190		189 23	2.0 D4 SE Lux S-S	£30945		9 29
2.0 TDI 150 2.0 TDI 150 GT		109 27 109 28	2.0 TDI 140 Exec SWB 2.0 TDI 140 Exec. 4Mot. SWB	£38856 £41304		189 25 206 26	2.0 D4 SE Nav S-S 2.0 D4 SE S-S	£29845 £28645		9 28
2.0 TDI 150 B1 2.0 TDI 150 R-line		109 28	2.0 BiTDI 180 SE SWB	£38070		192 29	2.4 D5 R-Design Lux Nav S-S	£35395		19 31
2.0 TDI 184 GT		115 31	2.0 BiTDi 180 SE 4M SWB	£40926		208 31	2.4 D5 R-Design Nav S-S	£32895		19 30
2.0 TDI 184 R-line		115 31	2.0 BiTDI 180 SE LWB	£40254		192 30	2.4 D5 SE Lux Nav S-S	£33695	212 1	
PASSAT 4dr saloon Supreme		fami-	2.0 BiTDI 180 Exec SWB	£40920		192 30	1.6 T3 Business Edition S-S	£21005		35 21
ly-sized prospect I.6 TDI 120 S	★★★★☆ £22320 118	105 15	2.0 BiTDI 180 Exec DSG 2.0 BiTDI 180 Business SWB DSG	£42840 £68622		199 30 214 38	1.6 T3 SE S-S 1.6 T3 R-Design S-S	£26005 £27505		35 22 35 23
1.6 TDI 120 SE		105 12	2.0BiTDI180 Bus. 4Mot.SWBDSG			232 39	1.6 D2 Business Edition S-S	£21745	113 10	
I.6 TDI 120 SE Business		105 12	2.0 BiTDi 180 Ex. 4M SWB	£43776	177	208 31	2.0 D3 Business Edition S-S	£22395	134 1	
.6 TDI 120 GT		109 13	VOLVO			_	2.0 D3 SE S-S	£27795	134 1	
2.0 TDI 150 S 2.0 TDI 150 SE		106 21 106 19	V40 5dr hatch New hatchback	w2 shhs	odish f	lavour to	2.0 D3 SE Lux S-S 2.0 D3 R-Design S-S	£30095 £29295	134 1	
2.0 TDI 150 SE Business		106 19	stock Ford platform	***			2.0 D4 Business Edition S-S	£24045		9 26
2.0 TDI 150 GT	£26545 148	109 19	1.6 T2 120 ES	£19195		124 19	V60 5dr estate Appealing ca	oin, nice lo	oks and s	smooth
2.0 TDI 150 R-line		109 19	1.6 T2 120 ES Nav	£19995		124 19	drive. Too small	***		
2.0 TDI SCR 190 GT 2.0 TDI SCR 190 R-line		107 22 107 23	1.6 T2 120 SE 1.6 T2 120 SE Nav	£20720 £21520		124 19 124 19	1.6 D2 R-Design Lux Nav S-S 1.6 D2 R-Design Lux S-S	£33045 £32045	113 10	
2.0 TDI 3CK 170 K-IIIIE 2.0 TDI 240 BITDI SCR GT		139 28	1.6 T2 120 SE Lux Nav	£23520		124 20	1.6 D2 R-Design Nav S-S	£30445	113 10	
2.0 TDI 240 BiTDI SCR R-line		139 28	1.6 T2 120 R-Design	£21495		124 19	1.6 D2 R-Design S-S	£29445	113 10	
PASSAT 5dr estate Supreme		fami-	1.6 T2 120 R-Design Nav	£22295		124 19	1.6 D2 SE Lux Nav S-S	£31345	113 10	
ly-sized prospect I.6 TDI 120 GT	★★★★☆ £26970 118	110 13	1.6 T2 120 R-Design Lux Nav 1.6 T3 150 ES	£23970 £20945		124 21 124 20	1.6 D2 SE Lux S-S 1.6 D2 SE Nav S-S	£30345 £28945	113 10	08 19 08 18
1.6 TDI 120 S		107 15	1.6 T3 150 ES Nav	£21945		124 21	1.6 D2 SE S-S	£27945		08 17
1.6 TDI 120 SE		107 12	1.6 T3 150 SE	£22670		124 21	1.6 T3 R-Design Nav S-S	£29505		39 23
1.6 TDI 120 SE Business		107 12	1.6 T3 150 SE Nav	£23470		124 21	1.6 T3 SE Nav S-S	£28005		39 22
2.0 TDI 150 GT		110 19	1.6 T3 150 SE Lux Nav	£25470		124 22	2.0 D3 R-Design Lux Nav S-S	£33895	134 1	
2.0 TDI 150 R-line 2.0 TDI 150 S		110 19 107 21	1.6 T3 150 R-Design 1.6 T3 150 R-Design Nav	£23445 £24245		124 20 124 21	2.0 D3 R-Design Lux S-S 2.0 D3 R-Design Nav S-S	£33095 £31295	134 1	19 25
2.0 TDI 150 SE		107 19	1.6 T3 150 R-Design Lux Nav	£25920		124 22	2.0 D3 SE Lux Nav S-S	£32195	134 1	
2.0 TDI 150 SE Business	£26790 148	107 19	1.6 T4 180 SE Lux Nav	£26970	177	129 26	2.0 D3 SE Nav S-S	£29795	134 1	19 23
2.0 TDI 190 SCR GT		110 22	1.6 T4 180 R-Design Lux Nav	£27420		129 26	2.0 D4 R-Design Lux Nav S-S	£35145		03 29
2.0 TDI 190 SCR R-line 2.0 TDI 240 BiTDI SCR GT		110 23 140 28	1.6 T4 180 C-Country Lux Nav	£27970 £31700		129 24 189 35	2.0 D4 R-Design Lux S-S	£33945 £32545		03 29 03 28
2.0 TDI 240 BITDI SCR R-line		140 28	2.5 T5 254 R-Design Lux Nav 2.5 T5 254 C-Ctry Lux Nav AWD			194 30	2.0 D4 R-Design Nav S-S 2.0 D4 R-Design S-S	£31345		03 28
PHAETON 4dr saloon Big V			1.6 D2 115 ES	£21195	113	88 17	2.0 D4 SE Lux Nav S-S	£33445		9 29
struggles to justify its price	****		1.6 D2 115 ES Nav	£21995	113	88 17	2.0 D4 SE Lux S-S		178 9	
3.0 V6 TDI 240 SWB	£55550 236	224 45	1.6 D2 115 SE	£22720	113	88 17	2.0 D4 SE Nav S-S	£31045	178 9	9 28
3.0 V6 TDI 240 LWB TOURAN 5dr mpv Good chas			1.6 D2 115 SE Nav 1.6 D2 115 SE Lux	£23520 £24520	113	88 17	2.0 D4 SE S-S 2.4 D5 R-Design Lux Nav S-S	£29845 £36695	178 9	9 27
Bland appearance	SIS DUL IILLIE IIISPII	autil.	1.6 D2 115 SE Lux Nav	£25520	113	88 18	2.4 D5 R-Design Nav S-S	£34095	212 12	20 29
2.0 TDI 177 Sport	£28500 177	150 24	1.6 D2 115 R-Design	£23295	113	88 17	2.4 D5 SE Lux Nav S-S	£34995	212 12	20 30
1.2 TSI 105 S	£19940 104	149 12	1.6 DZ 115 R-Design Nav	£24295	113	88 17	1.6 T3 Business Edition S-S	£22205	148 13	39 21
I.4 TSI 140 SE I.6 TDI 105 Blue Tech S	£23/50 138	159 18	1.6 DZ 115 R-Design Lux	£24910	113	88 18	1.6 T3 SE S-S 1.6 T3 R-Design S-S	£27205 £28705	148 13 148 13	
1.6 TDI 105 BlueTech SE	£23855 104	121 14	1.6 D2 115 R-Design Lux Nav 1.6 D2 115 C-Country SE	£25970 £23520	113	99 16	3.0 T6 Polestar	£49785	346 23	
2.0 TDI 140 Blue Tech SE	£25620 138	127 19	1.6 D2 115 C-Country SE Nav	£24520	113	99 16	1.6 D2 Business Edition S-S	£22945	113 10	08 17
2.0 TDI 140 BlueTech Sp.	£27080 138	127 19	1.6 D2 115 C-Country Lux	£25520	113	99 17	2.0 D3 Business Edition S-S	£23995	134 1	19 22
SHARAN 5dr mpv Refined, fl		at		£26520	113	99 17	2.0 D3 SE S-S 2.0 D3 R-Design S-S	£28995	134 1	19 23
version is cheaper	★★★☆☆ \$30730 177	152 22	2.0 D3 150 SE 2.0 D3 150 SE Nav	£23770 £24570	148	114 22	2.0 DA Rucinace Edition C C	£30495	134 1	19 24
2.0 TDI 177 SE 2.0 TDI 177 SEL	£30730 177 £33630 177	152 23	2 A B2 1EA CF Luv May	C2/E70	140	114 22	2.0 D4 BUSINESS EDITION 3-3	CEN17E	178 9 275 4	0
I.4 TSI 150 S	£25500 148	167 16	2.0 D3 150 R-Design	£24545	148	114 21	2.4 D6 AWD Plug-in H R-Dsgn Ll V70 5dr estate Spacious, but steering and old engines 1.6 D2 SE Lux S-S auto 1.6 D2 SE Nav S-S auto	£51875	275 4	8 -
1.4 TSI 150 SE	£27810 148	167 16	2.0 D3 150 R-Design Nav	£25345	148	114 22	V70 5dr estate Spacious, but	suffers fr	om vague	
2.0 TSI 200 SEL DSG	£33955 197	198 25	2.0 D3 150 R-Design Lux Nav	£27020	148	114 23	steering and old engines	***	**	
2.0 TDI 115 S	£26065 113	146 14	2.0 D3 150 C-Country SE	£24870	148	117 21	1.6 DZ SE Lux S-S auto	£33220	113 1	11 21
2.0 TDI 140 S 2.0 TDI 140 SE	£26815 138 £29125 138		2.0 00 100 0 000 101	£25670 £27670	148	117 21	1.6 D2 SE Nav S-S auto 2.0 D3 SE Nav S-S	LUIULU	113 1	
	C2202E 120	14/ 10	2.0 D4 190 SE	£24970	107	00 24	2.0 D4 SE Lux S-S	C24720	170 1	12 20
2.0 TDI 140 SEL	£32025 138	146 18	2.0 D4 170 3E	114911	101		2.0 D4 3E LUX 3-3	£34120	178 1	

Make and Mod	Price	ghp	CO <sub>2</sub> g/km	Insurance grou	Make and Mod	Price	gh	CO <sub>2</sub> g/km	Insurance grou
2.0 D4 190 SE Lux Nav	£27770	187		27	2.4 D5 SE Nav S-S	£34570	212	126	30
2.0 D4 190 R-Design	£25745	187	99	25	1.6 D2 Business Editn S-S auto			111	
2.0 D4 190 R-Design Nav	£26545	187	99	25	2.0 D3 Business Edition S-S	£25695	161	119	24
2.0 D4 190 R-Design Lux Nav	£28220 £26870	187 187	99 112	26	2.0 D3 SE Lux S-S 2.0 D4 Business Edition S-S	£33220 £27195	161 178	119 113	
2.0 D4 190 C-Country SE Nav 2.0 D4 190 C-Country Lux Nav	£20010		112		2.0 D5 Business Edition S-S	£28645	161	176	
S60 4dr saloon T6 is rapid, all					2.4 D5 SE Lux S-S	£36170	212	126	
niche choice	***	t the s	Y		S80 4dr saloon Refined, high-	quality ex	ec sal	oon.	
1.6 D2 R-Design Lux Nav S-S	£31745		103		ride and residuals	***			
1.6 D2 R-Design Lux S-S	£30745		103		1.6 D2 SE Lux S-S auto	£32220		109	
1.6 D2 R-Design Nav S-S 1.6 D2 R-Design S-S	£29245 £28245	113	103		1.6 D2 SE Nav S-S auto 2.0 D4 SE Lux S-S	£30720 £33720	178	109 104	20
1.6 D2 SE Lux Nav S-S 1.6 D2 SE Lux V-S	£30045	113			2.0 D4 SE Nav S-S	£32220	178	104	
1.6 D2 SE Lux S-S	£29045	113			2.4 D5 SE Lux S-S	£36835	212	120	
1.6 D2 SE Nav S-S	£27745		103		XC60 5dr 4x4 Lovely, usable a	and attrac	tive in	terio	r. A
1.6 D2 SE S-S	£26745	113			worthy Freelander rival	***			27
1.6 T3 R-Design Nav S-S 1.6 T3 SE Nav S-S	£28305 £26805	148	135 135		3.0 T6 R-Design Lux Nav AWD 2.0 D4 SE S-S	£43720 £31660	300 178	249 117	
2.0 D3 R-Design Lux Nav S-S	£32595		114		2.0 D4 SE Nav S-S	£32460		117	
2.0 D3 R-Design Lux S-S	£31795	134			2.0 D4 SE Lux S-S	£34360	178	117	
2.0 D3 R-Design Nav S-S	£30095	134	114	24	2.0 D4 SE Lux Nav S-S	£35160	178	117	29
2.0 D3 SE Lux Nav S-S	£30895	134			2.0 D4 R-Design S-S	£32935	178	117	28
2.0 D3 SE Nav S-S	£28595	134			2.0 D4 R-Design Nav S-S	£33735	178	117	
2.0 D4 R-Design Lux Nav S-S 2.0 D4 R-Design Lux S-S	£33845 £32645	178		29 29	2.0 D4 R-Design Lux S-S 2.0 D4 R-Design Lux Nav S-S	£35560 £36360	178 178	117	30
2.0 D4 R-Design Nav S-S	£31345	178		28	2.4 D4 SE AWD S-S	£30300	178	139	28
2.0 D4 R-Design S-S	£30145	178		28	2.4 D4 SE Nav AWD S-S	£33990	178	139	
2.0 D4 SE Lux Nav S-S	£32145	178	99	29	2.4 D4 SE Lux AWD S-S	£35890	178	139	
2.0 D4 SE Lux S-S	£30945	178		29	2.4 D4 SE Lux Nav AWD S-S	£36690	178	139	
2.0 D4 SE Nav S-S	£29845	178	99	28	2.4 D4 R-Design AWD S-S	£34465	178	139	29
2.0 D4 SE S-S 2.4 D5 R-Design Lux Nav S-S	£28645 £35395	178 212		27	2.4 D4 R-Design Nav AWD S-S 2.4 D4 R-Design Lux AWD S-S	£35265 £37090	178 178	139	
2.4 D5 R-Design Nav S-S	£32895	212			2.4 D4 R-Design Lux Nav AWD S-		178	139	00
2.4 D5 SE Lux Nav S-S	£33695	212			2.4 D5 SE Nav AWD S-S	£35990	178	139	
1.6 T3 Business Edition S-S	£21005	148			2.4 D5 SE Lux Nav AWD S-S	£38690	178	139	
1.6 T3 SE S-S	£26005		135		2.4 D5 R-Design Nav AWD S-S	£37265	178	139	
1.6 T3 R-Design S-S 1.6 D2 Business Edition S-S	£27505 £21745	148	135		2.4 D5 R-Design Lux Nav AWD S-			139	
2.0 D3 Business Edition S-S	£21145 £27395	134	103		XC70 5dr estate Dull and une last	xceptiona **		DUIIL	:0
2.0 D3 SE S-S	£27795	134			2.0 D4 SE Nav S-S	£34470	178	117	28
2.0 D3 SE Lux S-S	£30095	134			2 -2 MWA VILLE 32 AM A C	£38350	161	139	30
2.0 D3 R-Design S-S	£29295	134			2.4 D5 SE Nav 4WD S-S	£39285	212	139	
2.0 D4 Business Edition S-S	£24045	178			3.0 T6 SE Lux 4WD	£43180	300	248	
V60 5dr estate Appealing cab drive. Too small	in, nice ic	oks a	na sm	ootn	2.4 D4 SE Nav 2.4 D5 SE Lux 4WD S-S	£36400 £41235	161	139 139	
1.6 D2 R-Design Lux Nav S-S	£33045		108	20	XC90 5dr 4x4 Volvo takes the				31
1.6 D2 R-Design Lux S-S	£32045	113		19	- with seriously impressive result		<b>+</b> *		.
1.6 D2 R-Design Nav S-S	£30445	113	108	18	2.0 T6 320 Momentum	£49205	316	179	-
1.6 D2 R-Design S-S	£29445	113			2.0 T6 320 R-Design	£52845	316	179	-
1.6 D2 SE Lux Nav S-S	£31345	113			2.0 T6 320 Inscription	£53745	316	179	-9
1.6 D2 SE Lux S-S 1.6 D2 SE Nav S-S	£30345 £28945	113			2.0 T8 Hybrid Momentum 2.0 T8 Hybrid R-Design	£59955 £62855	395 395	59 59	
1.6 D2 SE S-S	£27945	113			2.0 T8 Hybrid Inscription	£63705	395	59	-
1.6 T3 R-Design Nav S-S	£29505		139		2.0 D5 225 Momentum	£45750	222	149	-
1.6 T3 SE Nav S-S	£28005	148	139	22	2.0 D5 225 R-Design	£49285	222	152	-
2.0 D3 R-Design Lux Nav S-S	£33895	134			2.0 D5 225 Inscription	£50185	222	152	•
2.0 D3 R-Design Lux S-S	£33095 £31295	134		25	WESTFIELD				
2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S	£31295 £32195	134			SPORT 2dr open Entry-level \	Nestfield	Snort	Turbo	_
2.0 D3 SE Nav S-S	£29795	134		23	very quick and fun	westiieiu. ★★★	opul (	rur Vl	<u> </u>
2.0 D4 R-Design Lux Nav S-S	£35145	178	103	29	1.6 135 Sigma	£18999	135	171	-
2.0 D4 R-Design Lux S-S	£33945	178			1.6 155 Sigma	£19999	155		-
2.0 D4 R-Design Nav S-S	£32545	178			1600 Sport Turbo	£24999	192	171	-
2.0 D4 R-Design S-S 2.0 D4 SE Lux Nav S-S	£31345 £33445	178 178		28	2.0 200 Duratec Turbo UK225	£23499 £25649	200	185	
2.0 D4 SE Lux Nav 5-5 2.0 D4 SE Lux S-S	£33445 £32245	178		29	1.6 Sport Turbo 3 UK200	£26500	201	178	÷
2.0 D4 SE Nav S-S	£31045	178		28	XTR2 2dr open Mad bike-engi	ned mini			er.
2.0 D4 SE S-S	£29845	178	99	27	Not cheap but fast	***	*	7	
2.4 D5 R-Design Lux Nav S-S	£36695	212	120		1.3	£27950	178	-	-
2.4 D5 R-Design Nav S-S	£34095	212	120		XTR4 2dr open As above, but				)
2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S	£34995 £22205	212	120		justify over obvious rivals 1.8	★★★ £29995	192		-
1.6 T3 SE S-S	£27205	148			1.0	LLYYYJ	192		
1.6 T3 R-Design S-S	£28705	148	139	23	ZENOS				
3.0 T6 Polestar	£49785	346	237	38	E10 2dr open A Lotus and Cate				and
1.6 D2 Business Edition S-S	£22945		108		affordable in near perfect measur	re 🛨	**		
2.0 D3 Business Edition S-S 2.0 D3 SE S-S	£23995 £28995	134			2.0 2.0 S	£24995 £29995	200 250	-	- 1
2.0 D3 R-Design S-S	£28995 £30495	134			L.U 3	LLYYY5	250		-
LIO DO N DESIGN 3 3	2007/3	134	117	6.7					- 11



From £21,000 Ford Kuga Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★☆



Mazda CX-5 From £21,000 Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★☆



Honda CR-V From £21,000 Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★☆



From £18,000 **Kia Sportage** Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Replacement is imminent. ★★★☆☆



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# **ROAD TEST RESULTS**

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (\*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard Braking 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROM											
MITO 3dr hatch	* <b>* *</b> 136			٠,	73	27	168	184 23.2	26/42	12/5	7.4.10
1.4 Cloverleaf GIULIETTA 5dr h		7.9	21.1	6.9	7.3	2.7	100	104 23.2	30/42	1200	7.4.10
2.0 JTDm	135		22.3	7.7	7.9	2.7	168	258 34.8	40/57	1475	13.10.10
ALPINA	. aala	_									
B3 BITURBO 4di B3 Biturbo	155	# <b>4.</b> 7	10.3	3.8	6.8	2.9	404	443 41.5	27/35	1610	29.8.13
Do Dittui Do	155		10.5	5.0	0.0		101	110 11.0	L1/55	1010	£7.0.10
ARIEL											
ATOM Odr open				10	27	2 55	475	200 10 4	21/27	<b>(</b> F0	10.0.11
V8 NOMAD Odr oper	170	3.0	5.7	1.9	3.1	2.55	4/5	268 16.4	21/37	650	10.8.11
Nomad Our oper	125	4.5	12.7	3.9	7.7	3.10	235	221 26.7	na/na	735	24.6.15
									,		
ASTON MA											
V8 Vantage 2dr					70	27	200	202 200	17/22	1712	25 4 07
V8 Roadster RAPIDE 4dr cou	175 1é 🛨		12.0	3.6	7.9	2.7	380	302 26.0	11/22	1713	25.4.07
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457 33.6	19/23	1990	20.3.13
									., .		
AUDI		A									
A1 3dr hatch *			22 4	gο	12 0	22	120	1/10 20 2	2///2	1165	10 11 10
1.4 TFSI Sport S1	126 155	8.4 5.9	22.4 14.4	8.9 5.2	12.8 5.4	2.2	120 228	148 30.2 273 25.6			10.11.10 28.5.14
A3 3dr/5dr hatc				J.L	J.7		LLU	2.0 23.0	. 50/57	1370	20.0.14
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236 30	48/59		26.9.12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258 30.7			31.12.14
RS3 S'Back A4 4dr saloon/5	155 dr. oct	4.1	10.3	3.7	7.7	2.8	362	343 34.2	26/37	1595	10.6.15
RS4	ar est 174		10.3	3.9	7.7	2.9	444	317 28.9	20/32	1795	17.10.12
NEW A4 4dr salo				3.7		,		311 20.2	LO/ 3L	1175	11.10.12
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295 37.1	45/50	1940	4.11.15
A5 2dr coupé/ca							227	240 253	20/40		05.7.07
3.0 TDI quattro			16.6	5.9	8.0	2.7	237	368 35.7			25.7.07
3.0 TDI cabrio RS5 4.2 V8	153 155	7.1 4.6	20.2	6.6 4.0	*4.0 8.9	2.7	237 444	368 32.4 317 29.0	34/38 22/30		12.9.09 27.10.10
A6 4dr saloon/5					0.7			311 27.0	, LL,50	1033	£1.10.10
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280 34.4	44/55	1675	4.5.11
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295 39.9			19.10.11
RS6 Avant	155 In anda	3.7	8.7	3.1	12.8	2.4	552	516 40.0	20/28	2010	3.7.13
A7 Sportback 40 3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369 42.9	31/40	1940	9.2.11
A8 4dr saloon ★				0.0				007 1217	0., .0	.,	7.2.11
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590 53.1	28/35	2130	16.6.10
<b>π 2dr ★★★★</b>			14.5	- ^		2 -	227	272 201	20/25	1205	27.11.14
2.0 TFSI S-line 03 5dr 4x4 * *		6.6	14.5	5.0	6.5	2.5	227	273 30.1	29/35	1303	26.11.14
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280 35.8	33/46	1710	16.11.11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310 32.4		1655	1.1.14
Q5 5dr 4x4 ★★		☆							/		
2.0 TDI SE 07 5dr 4x4 * *	125	9.9	34.2	10.2	9.9	2.8	168	258 29.8	29/37	1880	14.1.09
3.0 TDI S line	145	6.2	17.6	6.2	*3.8	_	268	443 47.6	32/36	2245	12.8.15
R8 2dr coupé ★		k *	0	V.L	5.0		_50		02,00		12.0.10
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414		16/22		23.5.07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391 24.3	17/25	1720	24.3.10
BENTLEY											
CONTINENTAL 2	dr co	ıpé ≯	**	★☆							
							EOO		18/27	2470	4.4.12
GTC V8	187	4.5	10.8	3.9	*2.7		500	487 27.4			
GT	187 198	4.6	10.9	4.2	*2.4	2.5	567	516 34.9	7/15	2375	1.6.11
GT GT3-R	187 198 170	4.6 3.7	10.9 8.2	4.2 3.1					7/15		
GT GT3-R FLYING SPUR 40	187 198 170	4.6 3.7 on ★	10.9 8.2	4.2 3.1	*2.4 8.7	2.5 3.0	567 572	516 34.9 518 37.6	7/15	2375 2195	1.6.11 8.7.15
GT GT3-R	187 198 170 <b>Ir salo</b> 200	4.6 3.7 <b>on</b> * 4.5	10.9 8.2 * * 10.4	4.2 3.1 ** 3.6	*2.4 8.7 8.4	2.5 3.0 3.0	567 572 616	516 34.9 518 37.6 590 44.5	7/15 -/18 5 18/26	2375 2195 2475	1.6.11
GT GT3-R FLYING SPUR 40 W12	187 198 170 <b>Ir salo</b> 200 <b>saloo</b>	4.6 3.7 oon * 4.5	10.9 8.2 * * 10.4	4.2 3.1 ** 3.6	*2.4 8.7	2.5 3.0 3.0	567 572	516 34.9 518 37.6	7/15 -/18 5 18/26	2375 2195 2475	1.6.11 8.7.15 7.8.13
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8	187 198 170 <b>Ir salo</b> 200 <b>saloo</b>	4.6 3.7 oon * 4.5	10.9 8.2 * * * 10.4	4.2 3.1 ★☆ 3.6	*2.4 8.7 8.4	2.5 3.0 3.0	567 572 616	516 34.9 518 37.6 590 44.5	7/15 -/18 5 18/26	2375 2195 2475	1.6.11 8.7.15 7.8.13
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8	187 198 170 <b>ir salo</b> 200 <b>saloo</b> 184	4.6 3.7 oon * 4.5 n * *	10.9 8.2 10.4 13.7	4.2 3.1 ★★ 3.6 ★ 4.8	*2.4 8.7 8.4	2.5 3.0 3.0	567 572 616	516 34.9 518 37.6 590 44.5	7/15 -/18 5 18/26	2375 2195 2475	1.6.11 8.7.15 7.8.13
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8	187 198 170 <b>Ir salo</b> 200 <b>saloo</b> 184	4.6 3.7 on * 4.5 5.7 ch *	10.9 8.2 ** 10.4 ** 13.7	4.2 3.1 ★★ 3.6 ★ 4.8	*2.4 8.7 8.4 *2.8	2.5 3.0 3.0	567 572 616	516 34.9 518 37.6 590 44.5	7/15 -/18 5 18/26 3 18/21	2375 2195 2475 2745	1.6.11 8.7.15 7.8.13 21.9.11
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/50 116d ED Plus M135i	187 198 170 Ir salo 200 salooi 184 Ir hate 124 155	4.6 3.7 4.5 4.5 5.7 5.7	10.9 8.2 10.4 13.7 30.0 11.4	4.2 3.1 ★★ 3.6 ★ 4.8 10.0 4.0	*2.4 8.7 8.4 *2.8	2.5 3.0 3.0 2.6	567 572 616 505	516 34.9 518 37.6 590 44.5 752 44.8	7/15 -/18 5 18/26 3 18/21 54/60	2375 2195 2475 2745 1395	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/50 116d ED Plus M135i 2-SERIES 3dr co	187 198 170 <b>Ir salo</b> 200 <b>saloo</b> 184 <b>Ir hat</b> 124 155 <b>upé/c</b>	4.6 3.7 4.5 1.5 5.7 2.6 4.6 2.0 2.0 4.6 2.0 3.7	10.9 8.2 10.4 13.7 30.0 11.4 rtible	4.2 3.1 ★★ 3.6 ★ 4.8	*2.4 8.7 8.4 *2.8 17.3 6.8	2.5 3.0 3.0 2.6	567 572 616 505 114 315	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41	2375 2195 2475 2745 1395 1545	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 220d SE	187 198 170 Ir salo 200 salooi 184 Ir hate 124 155 upé/c 143	4.6 3.7 4.5 1.5 5.7 5.7 10.2 4.6 conve	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9	4.2 3.1 ★★ 3.6 ★ 4.8 10.0 4.0 ★★ 7.3	*2.4 8.7 8.4 *2.8 17.3 6.8 ***	2.5 3.0 3.0 2.6 — 2.6 2.9	567 572 616 505 114 315 181	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41 5 46/62	2375 2195 2475 2745 1395 1545 1450	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12
GT GT3-R FLYING SPUR 40 W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/50 II6d ED Plus M135i 2-SERIES 3dr co 220d SE 220d C'vble	187 198 170 <b>Ir salo</b> 200 <b>saloo</b> 184 <b>Ir hat</b> 124 155 <b>upé/c</b> 143 140	4.6 3.7 4.5 5.7 5.7 10.2 4.6 conve 7.8 8.5	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7	4.2 3.1 3.6 4.8 10.0 4.0 7.3 8.4	*2.4 8.7 8.4 *2.8 17.3 6.8 *** 8.8 9.0	2.5 3.0 3.0 2.6 — 2.6 2.9 2.1	567 572 616 505 114 315 181 187	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6 295 34.5	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41 5 46/62 5 50/53	2375 2195 2475 2745 1395 1545 1450 1610	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 220d SE	187 198 170 <b>Ir salo</b> 200 <b>saloo</b> 184 <b>Ir hat</b> 124 155 <b>upé/c</b> 143 140 155	4.6 3.7 4.5 4.5 5.7 5.7 6.0 4.6 conve 7.8 8.5 6.3	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7 14.7	4.2 3.1 3.6 4.8 4.8 10.0 4.0 7.3 8.4 5.7	*2.4 8.7 8.4 *2.8 17.3 6.8 *** 8.8 9.0 5.4	2.5 3.0 3.0 2.6 — 2.6 2.9 2.1 2.7	567 572 616 505 114 315 181	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41 5 46/62 5 50/53	2375 2195 2475 2745 1395 1545 1450 1610	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 220d C*vble M235i 2-SERIES ACTIV 218d Luxury	187 198 170 200 200 salooi 184 155 upé/c 143 140 155 E TOU 129	4.6 3.7 4.5 4.5 5.7 5.7 5.7 6.3 8.5 6.3 1RER 8.9	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7 14.7 5dr M 26.5	4.2 3.1 ★★ 3.6 ★ 4.8 10.0 4.0 4.0 7.3 8.4 5.7 <b>PV</b> ★ 8.7	*2.4 8.7 8.4 *2.8 17.3 6.8 8.8 9.0 5.4	2.5 3.0 3.0 2.6 - 2.6 2.9 2.1 2.7 **3.0	567 572 616 505 114 315 181 187 322 148	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6 295 34.5	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41 5 46/62 5 50/53 26/35	2375 2195 2475 2745 1395 1545 1450 1610 1530	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15 23.4.14
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 220d SE 220d C'vble M235i 2-SERIES ACTIV 218d LUXURY 3-SERIES 4dr sa 3-SERIES 4dr sa	187 198 170 200 200 saloon 184 155 upé/c 143 140 155 E TOU 129	4.6 3.7 4.5 4.5 5.7 5.7 5.7 10.2 4.6 conve 7.8 8.5 6.3 3 RER 8.9	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7 14.7 <b>5dr M</b> 26.5 <b>state/</b>	4.2 3.1 ★★ 4.8 10.0 4.0 4.0 ** 7.3 8.4 5.7 ** 8.7 ** 5.7	*2.4 8.7 8.4 *2.8 17.3 6.8 8.8 9.0 5.4 *2.1 12.1	2.5 3.0 3.0 2.6 - 2.6 2.9 2.1 2.7	567 572 616 505 114 315 181 187 322 148	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6 295 34.5 332 28.1 243 40.4	7/15 -/18 5 18/26 3 18/21 5 54/60 3 30/41 5 46/62 5 50/53 26/35 4 42/56	2375 2195 2475 2745 1395 1545 1450 1610 1530 1450	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15 23.4.14 24.12.14
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BIMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 2-SERIES 2dr co 2-SERIES ACTIV 218d LUXURY 3-SERIES ACTIV 218d LUXURY 3-SERIES ACTIV 218d LUXURY 3-SERIES ACTIV 218d DESCRIPTION OF THE ACTIV 218d LUXURY 3-SERIES ACTIV 218d DESCRIPTION OF THE ACTIV 21	187 198 170 <b>ir salo</b> 200 184 155 <b>ir hate</b> 124 155 140 155 <b>E TOU</b> 129 <b>loon</b> /	4.6 3.7 4.5 4.5 5.7 5.7 5.7 10.2 4.6 6.3 9.8 8.5 6.3 9.8 8.9 15dr e	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7 14.7 5dr M 26.5 state/	4.2 3.1 ★☆ 4.8 10.0 4.0 ★★ 7.3 8.4 5.7 PV ★ 8.7 5dr h	*2.4 8.7 8.4 *2.8 17.3 6.8 * * * * * 8.8 9.0 5.4 * 12.1 12.1 13.1 14.1 9.7	2.5 3.0 3.0 2.6 - 2.6 2.9 2.1 2.7 **3 3.0	567 572 616 505 114 315 181 187 322 148	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6 295 34.5 332 28.1 243 40.4	7/15 -/18 18/26 18/26 18/21 5 54/60 3 30/41 6 46/62 5 50/53 26/35 4 42/56	2375 2195 2475 2745 1395 1545 1450 1610 1530 1450	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15 23.4.14 24.12.14
GT GT3-R FLYING SPUR 4c W12 MULSANNE 4dr 6.75 V8 BMW 1-SERIES 3dr/5c 116d ED Plus M135i 2-SERIES 3dr co 220d SE 220d C'vble M235i 2-SERIES ACTIV 218d LUXURY 3-SERIES 4dr sa 3-SERIES 4dr sa	187 198 170 <b>ir salo</b> 200 184 155 <b>ir hata</b> 124 155 140 155 <b>E TOU</b> 129 <b>loon/</b>	4.6 3.7 oon ** 4.5 5.7 5.7 5.7 10.2 4.6 conver 7.8 8.5 6.3 3 RER 8.9 5.7 5.5	10.9 8.2 10.4 13.7 30.0 11.4 rtible 20.9 24.7 14.7 <b>5dr M</b> 26.5 <b>state/</b>	4.2 3.1 ★★ 4.8 3.6 ★ 4.8 10.0 4.0 7.3 8.4 5.7 <b>PV</b> ★ 8.7 <b>5dr h</b>	*2.4 8.7 8.4 *2.8 17.3 6.8 * * * * * 8.8 9.0 5.4 * 12.1 12.1 13.1 14.1 9.7	2.5 3.0 3.0 2.6 - 2.6 2.9 2.1 2.7 **3 3.0 2.6 2.6	567 572 616 505 114 315 181 187 322 148	516 34.9 518 37.6 590 44.5 752 44.8 199 37.7 322 35.9 280 39.6 295 34.5 332 28.1 243 40.4	7/15 -/18 18/26 18/26 18/21 5 4/60 3 30/41 6 46/62 5 50/53 26/35 4 42/56 2 41/57 2 43/54	2375 2195 2475 2745 1395 1545 1450 1610 1530 1450 1535 1735	1.6.11 8.7.15 7.8.13 21.9.11 27.5.15 14.11.12 19.3.14 1.4.15 23.4.14 24.12.14

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	Make and Model	Lop speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mpt	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph
	4-SERIES 3dr co	155		13.2	5.2	6.3	2.7	302			28/37		18.9.13	ECOSPORT 5dr 1.5 TDCi	99	14.3
	M4 5-SERIES 4dr sa 530d SE	155 <b>aloon,</b> 155		8.8 <b>T/5dr</b> 16.1	3.2 estat 5.4	6.1 ne ★ 7 *3.3	2.4 * * *	425 ★☆ 241		48.1	29/36 36/46		9.7.14	KUGA 5dr off-r 2.0 TDCi RANGER 5dr pi	122	10.9
	520d SE Touri ActiveHybrid5	<b>ng</b> 138	8.1	23.0 13.5	8.3 5.0	*5.0 10.5	2.6	181 335	280	38.7	38/42 27/33	1810	6.10.10 23.5.12	3.2 TDCi		10.8
	M5 6-SERIES 2dr co						2.8	552			19/28		29.12.11	GINETTA G40R 2dr coup		
	640d M Sport 650i cabrio 7-SERIES 4dr sa	155		13.1 12.4	4.6 4.5	*2.7 7.8	2.6 2.6	309 402			33/45 22/29		2.11.11 6.4.11	2.0 HONDA	140	6.3
ı	730d i3 5dr hatch ★	153	6.9	17.7	6.4	*3.7		242			29/35		3.12.08	JAZZ 5dr hatcl 1.4 ES	1 * * 113	<b>★★</b> ≴ 10.7
	1.3 Range Extd i8 2dr coupé ★ i8	***		10.6	7.6	*4.9		168	184		94wh/r		22.1.14	2.2 i-DTEC EX	135	8.3
	Z4 2dr converti sDrive35i	155 <b>ble ★</b> 155			3.7 4.2	*2.5	2.8	357			50/40 26/34		17.9.14	Type R GT HR-V 5dr hatch 1.6 i-DTEC SE	167 1 * * * 119	5.5 ★ ★☆ 10.5
	X1 5dr 4x4 ** xDrive20d xLii	ne136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15	CR-V 5dr off-ro 2.2 i-DTEC EX		<b>★★</b> 9.7
	X3 5dr 4x4 *> xDrive20d SE X4 5dr 4x4 *>	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11	HYUNDA		<b>.</b>
	xDrive30d X5 5dr 4x4	145	5.9 ☆	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14	1.0 SE i20 5dr hatch	96	14.7
	xDrive M50d M	155 155	5.7 4.2	15.3 9.8	5.2 3.5	9.5 10.2	2.9 2.8	376 567			28/34 21/26		13.11.13 13.5.15			**
10	X6 5dr 4x4 ** xDrive35d	147	<b>☆</b> 7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08	1.6 CRDi Activ i40 5dr estate 1.7 CRDi	***	11.7 ★☆ 12.2
10	BUGATTI VEYRON 2dr co	upé 🖈	**	<b>★</b> ☆										iX35 5dr SUV		
	Super Sport	268			1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11	SANTA FE 5dr : 2.2 CRDi	SUV 🖈 118	9.0
13	CATERHA CSR 2dr roadste	er ★★		<b>☆</b> 9.8	21	4.4	22	260	200	22.0	24/26	E70	11 10 05	VELOSTER 4dr 1.6 GDI	coupé 125	9.6
11	CSR 260 SEVEN 2dr road Seven 160	143 Ister > 100	4.1 * * * 8.4		3.1	7.6	3.3 4.8	260 80			24/26 39/45	570 490	20.11.13	INFINITI Q50 5dr saloor	1**	<b>*</b> ***
15	CHEVROL	Εij												2.2 Premium Q70 4dr saloor	143 1 * * *	8.7 <b>★☆☆</b>
	CAMARO 2dr co 6.2 V8 CORVETTE 2dr	155	5.6	12.4		12.2	2.7	426	419	43.3	23/29	1175	20.6.12	2.2 Prm'm Te	ch137	9.6
07	Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14	F-TYPE 2dr cor V8 S cabrio	wertib 186	le/3 d 4.0
13	CHRYSLE 300C 4dr saloo	n ★						•••			20/2/			V6 S coupé XF 4dr saloon/		
10	3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399	38.8	30/34	2040	29.8.12	2.2 D 3.0 Sportbral XFR 5.0 V8	140 ce 155 155	7.6 7.1 4.7
14	C3 5dr hatch * 1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09	XE 4dr saloon R-Sport 2.0		
12 14	DS3 5dr hatch 1 1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154			36/45		3.3.10	XJ 4dr saloon 3.0D LWB	* <b>* *</b> 155	<b>★☆</b> 6.3
15 12	Racing C4 5dr hatch * 2.0 HDi Excl.	146 * * 129	7.2 <b>☆☆</b> 8.5	18.1	6.5 7.9	9.2	3.1	148			33/40 43/49		5.1.11	JEEP RENEGADE 5di	4x4	***
	C4 CACTUS 5dr 1.6 BlueHDi 100	hatch D 114	11.8	<b>★☆</b> 41.2	11.7	7.2		99			47/62			2.0 M'jet 4x4 CHEROKEE 5di	L'd 113 4x4	10.8 ★★★
07	2.0 BlueHDi	130	10.1	30.1			2.9	148	273	34.7	44/52	1430	27.11.13	2.0140 4x4 L	td 117	12.3
09 10	C5 4dr saloon 2.2 HDi DS5 5dr hatch	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08	PICANTO 5dr h		13.8
11 11	2.0 HDi 160 BERLINGO 5dr I	134 <b>MPV</b> 🗲	9.1	26.5 ★☆				161			42/55			CARENS 5dr M 1.7 CRDi '2'	PV 🛨 112	<b>★★</b> 12.9
13	1.6 HDi 90 DACIA	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08	CEE'D 3/5dr ha 1.6 CRDi LS RIO 5dr hatch	117	10.6
	SANDERO 5dr h 1.2 75 Access					23.0	3.0	74	79	20.3	32/38	941	27.2.13	1.4i '2'  OPTIMA 4dr sa	114	11.4
14	FERRARI													2 1.7 CRDi SPORTAGE 5dr	4x4 🕇	
11 14	458 2dr coupé 458 Italia 458 Speciale	202 202	3.3	7.0 6.8	2.4	5.7 5.4	2.3	562 597	398 398	-	17/20 17/na		18.8.10 20.8.14	2.0 CRDi F.E. SORENTO 5dr 4 2.2 CRDi KX-4	4x4 ★	10.5
	F12 2dr coupé > F12 Berlinetta	***	**			5.4		731			13/18		6.11.13	LAND RO	VER	
15	CALIFORNIA 2d California			e ★★ 9.2			2.5	453	357	25.9	15/24	1785	22.7.09		83	15.1
	FIAT PANDA 5dr hato	:h * 1	***	*										DISCOVERY SP HSE Luxury DISCOVERY 5d	117	8.9
	1.2 Easy 4x4 TwinAir	102 103	14.6 14.6	-		19.9 16.0		68 84			39/49 37/44		25.4.12 17.4.13	TDV6 HSE RANGE ROVER	109 <b>5dr 4</b> 2	12.2 <b>x4</b> ★
12 11	500 3dr hatch Abarth 595 500 Twinair		7.5	20.1	6.4 13	7.0 15.3	2.8	158 84			34/39 35/39		26.2.14	4.4 SDV8 RANGE ROVER		UE 5d
15	FORD	100	11.7		13	13.3	3.3	04	101	LL.)	33/37	1010	24.11.10	2.2 DS4 RANGE ROVER 3.0 TDV6	SPOR	
	KA 3dr hatch * 1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.2.09	SVR	162	4.4
11	B-MAX 5dr MPV 1.OT Ecoboost FIESTA 3/5dr ha	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13	IS 4dr saloon > IS 300h		<b>★☆</b> 8.1
15	1.4 Zetec ST-2		11.9	43.4 17.0			2.7 2.6	95 180			34/41 32/41		15.10.08 15.5.13	CT200H 5dr ha	atch 🖈	
	1.5 TDCi Zetec	121	10.9	36.3		10.3	3.35	118	199	33.1	59/63	1343	28.1.15	GS 4dr saloon GS 250	144	9.2
	2.0 TDCi T'ium S-MAX 5dr MPV	124	9.2	28.6		11.1	2.8	138	236	35.6	37/48	1705	17.11.10	NX 5dr 4x4 * 300h RC F 2dr coupé	112	9.7
	2.0 TDCi T'im GRAND TOURNE	123 <b>EO CO</b>	10.5 NNEC	32.0 <b>T 5dr</b> l	MPV :	***	**				44/46		26.8.15	RC F		4.8
12	1.6 TDCi T'ium MONDEO 4dr sa	103 loon/	13.2 <b>5dr/e</b> s	- state	13.9	19.1 ★☆	2.9	114			40/45 53/56		6.8.14	<b>ELISE 2dr road</b>		** 6.7
14	LIV I DUI	ıυ	IU.U	40.0	2.4	16.1	.J.I	140	. 10	nn.	221.20	1771	14.1.13	1.0	141	0.1

130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15 1.6

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Braking 60-0mph
                                    Mpg test/touring
                          (Ib/ft)
                                Mph/1000rpm
                     Power (bhp)
                                          ₽
E
      30-70mph
      15.2 14.4 2.7 89 151 28 39/48 1384
9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
 35.2 10.7 14.3 3.2 99 94 20.5 35/43 1075 29.10.08
 24 7.9 12.2 - 148 258 38.7 38/55 1480 13.4 5.0 6.7 2.7 306 295 27 32/37 1378
i 34.9 10.4 11.2 - 118 221 34.4 56/57 1324 16.9.15
 31.3 9.9 5.9 2.5 148 258 32.4 36/45 1806 24.10.12
7 - 16.2 19.9 2.9 65 70 20.0 44/51 925 29.1.14
2 42.4 12.1 17.3 3.0 99 99 21.8 43/54 1060
 38.3 11.5 14.8 2.8 109 192 22.5 49/60 1360 14.3.12
2 41.4 12.5 12.3 2.9 114 192 29.4 44/51 1555 7.9.11
9 40.9 11.1 9.2 2.9 134 236 29.1 36/44 1695 17.3.10
 27.6 9.2 *5.5 2.7 194 311 37.5 36/43 1940 19.9.12
 28.4 9.6 16.9 2.6 138 123 24.9 35/42 1230 18.1.12
 25.0 8.7 5.1* 3.0 168 295 42.5 49/59 1750 5.2.14
 28.6 9.6 15.8 3.2 168 295 40.8 39/45 1896 25.2.15
dr coupé ★ ★ ★ ★ ★
1 9.4 3.4 8.0 2.8 488 460 46.8 19/29 1655
1 12.1 4.2 12.7 2.7 375 339 36.2 24/33 1594
 22.9 8.0 *4.8 2.9 197 332 46.3 39/46 1840 21.7.1 18.4 6.6 8.5 2.9 271 442 49.7 32/46 1875 31.10.1
 19.0 6.9 13.3 2.7 197 206 33.8 30/49 1530 1.7.15
 16.5 6.6 *3.6 2.7 271 443 43.5 28/36 1960 9.6.10
 37.6 11.2 10.0 3.5 138 258 34.0 41/53 1502 28.10.15
3 43.4 13.0 13.8 2.7 138 258 34.7 39/43 1846 24.6.14
  - 14.9 24.4 3.2 68 70 21.3 33/54 950
 51.2 13.9 15.2 2.8 114 192 31.7 47/56 1581 29.5.13
6 34.1 10.3 9.6 2.5 113 188 28.6 39/49 1370 20.2.08
 39.1 11.5 19.1 3.0 107 101 23.3 40/50 1155 14.9.11
5 35.4 10.4 10.6 3.2 134 239 31.9 41/46 1535
5 41.8 11.3 12.2 3.0 134 236 33.6 35/39 1635 11.8.10
 28.6 9.4 *5.7 - 197 325 35.2 35/39 1953 8.4.15
   - 17.0 15.5 3.5 121 265 26.2 19/28 1889 11.4.07
 27.6 9.0 11.8 2.4 188 310 47.2 34/37 1863 18.3.15
42.8 13.0 7.9 3.4 193 328 36.6 17/24 2718 16.11.04
 19.0 6.7 *3.8 2.9 334 516 41.8 25/35 2625 12.12.12
 30.8 9.5 *5.7 3.1 187 310 37.3 30/36 1815
 22.5 7.5 12.2 3.1 255 442 43.1 33/42 2115 2.10.13
 20.2 7.3 *4.3 2.7 220 163 - 39/48 1720 21.8.13
 37.2 11.4 *7.0 2.7 134 105/153 - 46/52 1450 23.3.11
 26.0 9.0 16.2 2.9 207 187 34.4 26/32 1695 1.8.12
 30.4 9.1 *5.6 2.7 194 na - 32/38 1905 1.10.14
 10.7 3.9 12.9 2.9 471 391 39 24/28 1765 18.2.15
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127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10

Make and Model  Top speed 0-60mph 0-100mph 30-70mph 50-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/touring Weight (kg)	Make and Model Top speed 0-60mph 0-100mph	30-70mph 50-70mph	Braking 60-0mph Power (bhp)	Torque (lb/ft) Mph/1000rpm Mpg test/fouring	Weight (kg) TEST DATE	Make and Model Top speed O-60mph O-100mph 30-70mph FO-70mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/touring Weight (kg)
EVORA 2dr coupé ** ** * *    Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09	NOTE 5dr hatch ★★★★☆			81 21.8 42/54		2.0 TD1140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.1009
Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 EXIGE S 2dr coupé ★★★★★ Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 34.13	PULSAR 5dr hatch ★★☆☆ 1.5 dCi n-tec 118 10.9 35.  JUKE 5dr hatch ★★★☆☆	.5 10.8 13.1	2.9 108	192 35.7 50/57	1307 12.11.14	SUBARU XV 5dr hatch * * * * * *
MASERATI GRANTURISMO 2dr coupé * * * * *	Acenta 1.6 111 10.3 41. Nismo 1.6 134 6.9 17. Nismo RS 137 7.5 18.	.2 6.0 7.2	2.5 197	117 19.5 36/46 184 23.8 31/39 207 23.9 34/35	1295 22.5.13	2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12 FORESTER 3/5dr hatch ★★★☆☆ 2.0d XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 56.13
4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08 GRANCABRIO 2dropen ★★★★☆ 4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14/10	LEAF 5dr hatch ★★★☆ Leaf 91 10.9 —	- 11.4 7.3		207 8.76 320Wh/r		WRX 4dr saloon ★★★☆ STI Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14
GHIBLI 4dr saloon ★★★☆☆	1.5 dCi 2WD 113 10.8 39. X-TRAIL 5dr hatch ★★★☆	.2 11.1 12.9		192 35.0 49/56		SUZUKI SWIFT 3/5dr hatch ****
MAZDA 2 5dr hatch ****	<b>370Z 2dr coupé ★★★☆</b> <b>370Z</b> 155 5.4 12.			236 32.8 42/48 270 30.5 26/34		<b>CELERIO 5dr hatch ★★★☆ 1.0 SZ4</b> 96 12.9 - 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15
1.5 Sky'v-6 SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15 3 5dr hatch ★★★★★ 2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13	GT-R 2dr coupé ****  Black Edition 193 3.8 8.5	5 3.6 5.3	2.5 478 4	434 28.1 19/28	1775 6.5.09	SX4 5-CROSS 5dr hatch ★★★☆ 1.6 DDIS SZ4 1II 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13  WTARA 5dr hatch ★★★☆
55drMPV ★★★☆ 1.6D Sport 111 12.5 - 13.4 11.1 2.9 113 199 31.3 35/40 1555 162.11 6 4dr saloon/5dr estate ★★★☆	NOBLE M600 2dr coupé ★★★★ M600 225 3.5 6.8	8 25 47	2.45 650 6	504 29.9 18/25	1305 141009	1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15
2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13 MX-5 2dr open ★★★★ 1.5 SE-L Nav 127 8.4 24.8 7.9 14.7 3.3 129 111 24.5 46/49 1050 29.15	PEUGEOT		2.10 000	10,120	1000 1111000	MODEL 5 5dr hatch ***** Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13
CX-3 5dr hatch ★★★☆ 1.5D SE-L Nav 110 10.3 34.7 10.3 10.3 − 104 199 34.8 59/60 1275 22.7.15	1.2 VTI Active 109 14.2 - GTi 30th 143 6.5 16.			87 21.2 41/45 221 25.6 41/42		TOYOTA AYGO 5 dr hatchback ***
	308 3/5dr hatch ★★★★☆ 1.6 e-HDI 115 118 10.1 32. 508 SW estate ★★★☆			199 38.5 48/59		1.0 VVTi 9 13.9 − 15.2 24.1 3.0 68 70 22.5 49/63 900 27.14 VARIS 50t hatchback ★★★☆ 1.33 TR 114 11.5 43.6 10.9 19.6 2.9 98 92 23.7 42/51 1065 28.9.11
MCLAREN 650S 2dr coupé/roadster **** 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13	2.0 HDi 163 138 9.6 28. 2008 Mini SUV ★★★☆ 1.6 e-HDi 117 10.7 37.			255 32.3 32/46 199 32.7 49/59		VERSO-S 5dr hatchback ★★☆☆ 1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11 GT86 3dr coupé ★★★★★
P1 2dr coupé * * * * * * P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/ 7.5.14	3008 5dr hatch ★★★☆ Sport HDi 150 121 9.4 29 Hybrid4 118 9.0 31.			251 32.2 44/50 21+14832.7 41/49		2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 47.12 AURIS 3/5dr hatch ★★★☆ 1.6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07
MERCEDES-AMG C63 4dr saloon ★★★★ C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15	5008 5dr MPV ★★★☆ 1.6 HDi 110 114 13.0 22.			192 28.1 20/48		PRIUS 5dr hatch ★★★★ T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 - 48/56 1415 8.7.09
C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15 GT 2dr coupé ★★★☆ S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 297.15	R THP 270 155 6.8 15.	.3 5.5 5.8	3.0 266	243 24.2 36/44	1355 12.2.14	
MERCEDES-BENZ A-CLASS 5dr hatch ★★★★☆	BOXSTER 2dr convertible ** S 3.4 172 4.7 11.		2.9 311 2	266 40.3 25/32	1420 27.6.12	VAUXHALL ADAM 5dr hatch ★★★☆ 1.2 JamecoFLEX 103 14.3 − 15.3 20.8 2.8 68 85 21.8 39/45 1086 62.13
A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 148.13 B-CLASS 5 dr MPV ★★★☆☆		.6 5.1 8.2		214 23.9 29/34 310 25.5 28/-		VIVA 5dr hatch ★★★☆ 1.0 SE A/C 106 13.0 - 14.1 19.0 - 74 70 20.3 49/55 938 15.7.15 CORSA 3/ 5dr ★★★☆
B200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12 C-CLASS 4dr ★★★☆	911 2dr coupé ★★★★ Carrera 180 4.8 10. Targa 182 4.3 9.8	.8 3.8 11.7	2.3 345 2	288 32.8 21/35 325 37.9 21/29	1445 7.3.12	1.4T SRÎ VX-Line 115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14 VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 65.15 MERIVA 5dr MPV ***********************************
NEW C-CLASS 4dr ★★★☆ C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.14	Turbo S 197 3.0 7.3 GT3 RS 193 3.4 7.8	1 2.6 6.8 8 2.8 6.9	2.6 552 5	553 37.9 20/31 339 24.2 20/28	1605 8.1.14	1.4T 140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 26.10  ASTRA 5dr hatch ★★★★☆
CLA 4dr coupé ★★★☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 26.6.13 SLK 2dr cc ★★★☆	PANAMERA 5dr hatch ★★★★	3 1.9 2.2 k☆		944 41.2 28/44	<b>1740</b> 22.10.14	1.6.CDT136 SRi 127 8.8 25.7 8.8 8.6 2.6 134 236 33.4 55/58 1350 309.15 INSIGNIA 5dr hatch/estate ★★★★☆ 2.0 CDT1160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08
SLR 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 277.11 E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★ E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 246.09	4.8 Turbo 188 4.0 9.3  MACAN 5dr 4x4 ★ ★ ★ ★  Turbo 165 4.7 11.3			567 45.0 20/28 406 35.7 22/31		ZAFIRA TOURER 5dr ★★★★☆ 2.0 CDTi 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12  MOKKA Mini SUV ★★★☆
E350 CDI estate149 6.9 19.2 6.9 *4.0 2.9 228 398 38.9 29/36 1995 172.10 E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.410 CLS 4dr coupé/5dr estate ★★★★☆	RADICAL SR3 SL 2dr ★★★★☆					1.4T 18 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12 VXR8 4dr saloon *** *** GTS 155 4.8 10.2 3.7 7.4 2.5 577 546 34.9 18/25 1882 30.4.14
350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.411 350CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 9.1.13 S-CLASS 4dr saloon/2dr coupé ** ** * *		4 3.7 4.8	2.7 245 2	265 24.9 14/-	765 30.11.11	VOLKSWAGEN UP3dr hatch ★★★★☆
S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 16.10.13 S63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.12.14	TWINGO 5dr hatch ★★★☆☆ Dynamique 94 17.6 -		2.9 69	67 20.8 42/52	865 29.10.14	1.0 High Up 106 13.8 − 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11  POLO 3/5dr hatch ★★★★☆
GLA 5dr 4x4 ★★★★☆ 220 CDI SE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 145.14 M-CLASS 5dr 4x4 ★★★☆	CLIO 5dr hatch ★★★★☆			162 7.8 250Wh/m		1.2 TOPS SE 103 14.2 - 15.4 23 2.9 69 83 22.8 41/51 1075 239.09 1.4 TSIBILBEGT 130 7.5 22.2 7.1 8.0 2.9 138 184 28.1 40/49 1212 132.13 GOLF 3/50r hatch * * * * * * *
ML250 130 8.8 28.4 9.3 11.0 2.9 201 368 36.2 38/41 2310 2.5.12 GL 5dr 4x4 ★ ★ ★ ★ ★ GL350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 24.7.13	RS 200 Turbo 143 7.4 20.	.9 6.9 9.1				GTI Perf. DSG 155 6.5 16.4 5.9 8.9 2.8 227 258 34.4 32/38 1402 10.7.13 2.0 TDI 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.1.13 R 155 4.8 12.0 4.3 6.5 2.9 296 280 27.1 34/29 1495 9.414
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6 5dr hatch ★★☆☆☆ 1.8 T 120 8.8 25.8 9.2 11 2.8 158 159 28 29/37 1525 11.5.11		.7 5.3 *3.0		531 38.7 8/17 531 38.7 7/18		2.0 TDI Sport 115 10.3 37.5 10.9 9.9 2.9 138 236 30.0 31/39 1755 28.11.07 TDUAREG 5dr 4x4 ** ** ** ** ** 9.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 1.9.10
MINI MINI MINI 3dr hatch ★★★★★  Cooper S 146 6.9 17.1 5.9 6.7 2.5 189 221 26.4 35/54 1235 2.4.14			2.6 563	575 46.0 18/23	2450 7.7.10	VOLVO V40 4dr hatch ★★★★☆
JCWGP 150 6.6 14.9 5.2 5.6 2.4 215 192 23.6 34/45 1160 202.13 COUNTRYMAN 5dr hatch ★★★★☆ Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 299.10		.0 4.5 *2.1	2.9 624 5	590 45.9 15/27	2435 21.5.14	
COUPE 2dr coupé ★★★☆           JCW         149         7.2         17.0         6.0         6.0         2.8         208         207         23.9         33/46         1230         26.10.11	IBIZA 3/5dr hatch ★★★☆ Cupra 1.4 TSI 140 7.0 19.	.6 6.3 *3.6	2.4 178	184 21.3 31/40	1172 21.10.09	V60 5dr estate ★★★☆         D5 SE Lux       143       8.1       21.0       7.1       8.2       2.7       202       310       39.2       32/48       1700       8.12.10
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MITSUBISHI  ASX 5dr hatch ★★★★☆ 1.8 Dip 3 124 10.0 28.8 10.1 8.6 2.8 148 221 29.6 49/57 1490 21.7.10	2.0 TDI 170 DSG127 10.5 38.		3.0 168 2	258 30.5 35/40	1935 1.12.10	2.4 D5 138 8.9 24.1 8.2 9.8 2.8 182 295 35.6 32/39 1835 22.8.07 XC60 5dr 4x4 *** ** ** * * * * * * * * * * * * *
OUTLANDER 5dr 4x4 ★★★★☆ 2.2 DiD GX5 118 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 27.3.13 PHEV GX4hs 106 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 16.4.14	SMART FORTWO 3dr hatch ★★★☆☆		3.2 89	97 22.3 -/-	880 4.3.15	XC90 5dr 4x4 *** * * D5 Momentum 137 8.3 23.9 8.3 *5.0 - 222 347 33.6 37/39 2009 17.6.15
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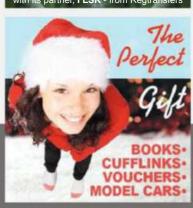
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HUR 7Y
144 HUR
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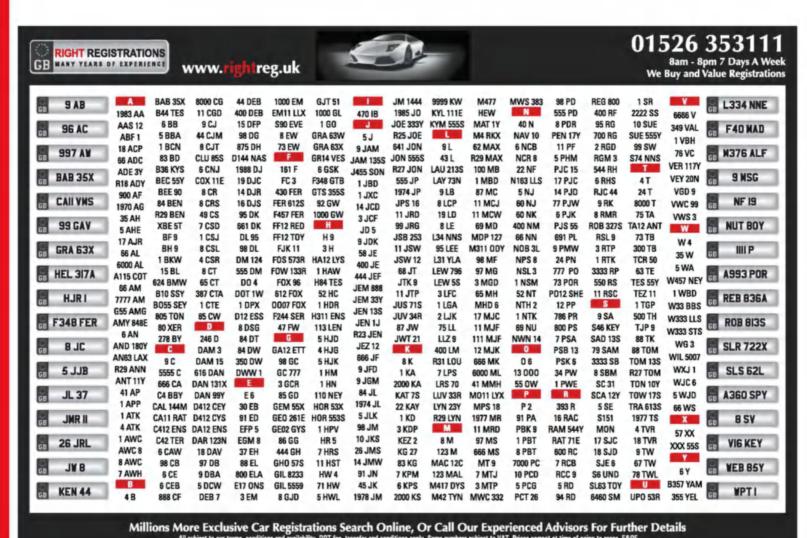
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67 AB	BBR 1	7 CSJ	S1 EYO	HOG 1X	
B16 ABC	BCM 602	CSJ 499	639 F	HPP 1K	J10
555 AC	BEA 1S	98 CT	FAT 3L	249 HRY	1
<b>G5 ADE</b>	BEE 1X	4444 CT	1 FBS	HU 5075	6
777 AE	B1 EST	1 CTS	4 FCJ	HUX 663	KLI

7 CSJ	S1 EYO	HOG 1X	5 K
CSJ 499	639 F	HPP 1K	J10 KES
98 CT	FAT 3L	249 HRY	1 KFT
4444 CT	1 FBS	HU 5075	6 KG
1 CTS	4 FCJ	HUX 663	KLD 472
CWA 676	27 FK	1 HY	605 KM
R1 CWN	FLJ 505	JAA 541	5324 KM
DAM 3	48 FP	M99 JAB	K00 8S
8 DAT	FS 59	41 JAK	KRA 762
140 DBP	A14 FWD	JAM 337	2000 KS
DCB 1	1 GBX	71 JAN	923 KUB
432 DCH	GC 4486	10 JAT	LAM 15A
B8 DCM	8 GCS	8 JB	LBL 41R
DCY 9	999 GD	6 JBL	A1 LCO
<b>DEL 503</b>	8 GDP	JDP 472	19 LD
75 DG	R400 GEF	JEM 9N	LEA 1S
93 DH	R99 GEG	B10 JET	LEE 449
875 DH	81 GF	12 JET	3 LEG
DHC 596	1111 GG	4353 JI	L1 EXY
14 DJC	444 GH	JJD 791	LFT 7
20 DJG	G113 SON	5 JLK	L1 DLE
DLO 35	89 GJ	JM 3279	L1 VES
555 DM	GLJ 612	26 JMS	1 EVV
P1 DNB	GM 4967	JON 77S	LJ0 52
<b>DOV 982</b>	42 GN	JOS 1A	8 LJS
4444 DS	R999 GON	8888 JP	LKW 810
775 DT	GP 7156	JPH 133	AS LOK
6 DU	5555 GS	JPS 16	LOR 8
<b>DUD 601</b>	9 GSH	1500 JR	S6 LOS
DW 66	6 GSK	15 JRD	M8 LOT
350 DW	888 GT	JT 8	LOU 1F
B11 EAL	B10 GYM	9 JTH	7 LPS
K9 EAT	HHS 916	JW 8	LS 2293
29 EL	6280 HK	JW 5491	K7 LUC

5 K	777 LYN
J10 KES	M 60
1 KFT	MAK 50N
6 KG	S16 MAL
KLD 472	MAP 405
605 KM	MAS 168
5324 KM	MAW 323
K00 8S	MAX 4D
KRA 762	MAX 4N
2000 KS	M1 AXY
923 KUB	M11 AXY
LAM 15A	B10 MAY
LBL 41R	3 MB
A1 LCO	43 MB
19 LD	8414 MC
LEA 1S	88 MCD
LEE 449	5047 ME
3 LEG	MEG 440
L1 EXY	\$16 MEL
LFT 7	777 MEL
L1 DLE	98 MF
L1 VES	9399 MG
1 EVV	6228 MH
LJ0 52	MJB 91H
8 LJS	16 MJC
LKW 810	\$900 MJC
A8 LOK	111 MJF
LOR 8	MJK 250
S6 LOS	T600 MJP
M8 LOT	5441 MM
LOU 1F	MMB 585
7 LPS	M1 MMV
LS 2293	A11 MNC
K7 LUC	V88 M06
LW 797	MOP 50N

1111 P

5 MRH	PAT 7L
59 MS	PBK 111
MSM 417	555 PD
6 MST	218 PDH
2 MUG	A11 PEP
MWL 452	18 PET
MXS 1	PEX 1R
B16 MYC	9 PG
30 NAT	PGP 17
7 NCG	5554 PH
NH 638	1599 PJ
NIL 2550	17 PJC
S16 NJA	12 PJG
NJW 850	PJS 97
NLJ 996	8104 PK
NOB 2X	PL 5075
444 NP	PM 1678
NRN 349	L555 PMC
NUX 5	A1 PNK
NV 68	545 PPP
54 NW	PRM 131
ODN 550	53 PS
A19 OFF	PSK 6
J1 OKE	PSL 685
9 OL	2099 PT
8 OLY	PTH 538
M10 ONS	PYD 861
A11 ONS	RAG 657
00 5789	P11 RAL
OPR 667	RAS 706
L800 OTH	RB 9858
6 0X	94 RD

1	555 PD	
ı	218 PDH	
ı	A11 PEP	
ı	18 PET	
ı	PEX 1R	
ı	9 PG	
ı	PGP 17	
ı	5554 PH	
ı	1599 PJ	
ı	17 PJC	
ı	12 PJG	
ı	PJS 97	
ı	8104 PK	
ı	PL 5075	
ı	PM 1678	
ı	L555 PMC	
ı	A1 PNK	
ı	545 PPP	
ı	PRM 131	
ı	53 PS	
ı	PSK 6	
ı	PSL 685	
ı	2099 PT	
ı	PTH 538	
ı	PYD 861	
ı	RAG 657	
	P11 RAL	
	RAS 706	
ı	RB 9858	
1	94 RD	
-1	23 RF	

K1 REP

3145 RF	SFE 111	B16 TRY
700 RG	99 SH	78 TR
6 RH	SHA 10Y	TSL 395
888 RJ	SHA 11S	TTU 21
RJB 1	18 SJD	378 TTW
9 RJT	999 SK	185 TU
983 RK	K1 SKH	TUN 3L
RM 1	SKH 69B	4 TVR
RMR 966	86 SN	TVX 808
39 RN	SNH 946	1 TY
S11 ROS	105 SNO	J1 TYM
ROS 33N	A11 SOC	X8 UFO
K11 ROY	N15 SON	ULY 1
RPD 251	\$16 SON	UPP 308
66 RR	B8 SPY	A18 URR
RRD 287	908 SRB	55 UXR
RRT 823	2222 SS	VAN 3T
59 RS	8888 ST	VCB 1L
7 RSH	SUE 1C	VG 361
RT 3297	82 SUE	VNY 645
<b>RUB 888Y</b>	A1 SUH	VJW 590
6 RWM	SUN 1S	VOC 150
RYE 370	99 SW	
RYL 4N	999 SXP	10 VXX
RZ 8510	A11 TAJ	A1 WAF
SA 9849	TAM 919	WAT 71N
10 SAD	P051 TAN	WCG 3
A5 SAY	TAS 16	A7 WEL
444 SD	D1 TEK	580 WM1
SDE 282	TG 1064	88 WNX
SDF 1	500 TH	938 WPE
666 SE	TK 25	58 WPL

1 YO

**70 YS** 

**TPD 412** 

TP 5577



# What is a sports car? 9 November 1934

ar manufacturers love devising new segments in which to place their models, but back in the 1930s, even defining a 'sports car' prompted a fair amount of head scratching.

This wasn't altogether surprising. In the early years of the car, most makes and models had been proven in speed trials and races, regardless of size and shape. However, by the 1930s, the variety of cars available to fulfil specific purposes was growing.

What Autocar's Brian Twist wanted to fathom was the criteria that could be used to classify a sports car.

"The term has been in existence so long that it has become accepted for everyday use, and people rarely stop to consider what exactly is meant by the definition," he wrote. "There is nothing to stop a manufacturer calling his products what he will, but many excellent cars are called 'sports cars' when it is not easy to see what right they have to such a term."

Obviously short of entertainment one evening, Twist gathered his colleagues to debate it over some furious pipe-smoking.

'To start the ball rolling, I said that I thought a definition might be made out for a car in the building of which, as regards engine, chassis and bodywork, performance was the principal consideration," wrote Twist.

"Someone asked how I would define

# 'Many excellent cars are called "sports cars" when it is not easy to see what right they have to such a term'

performance. After some thought, I replied, 'Good acceleration, maximum speed, roadholding, cornering and brakes'. It was suggested that such a car must also 'hold its tune for a long period'.

"This was agreed to after some discussion, during which it was pointed out that some machines beloved by sporting enthusiasts needed frequent adjustments and were none the less beloved for that.

"There was, however, at all events, unanimity on the fact that a true sports car must necessarily be an open car, though the converse need not apply.

'If one accepted my original definition as a basis of argument, comfort could only be a very secondary consideration in the building of a sports car, and then allied only with the necessary comfort of the driver for the proper control of the car on long-distance journeys.

"A closed car definitely puts comfort first, for although some saloon models are said to be faster than their equivalent open models, that is only because of the design of the open cars in question.

"A friend suggested my definition came perilously close to describing a racing car. I amended it accordingly to 'a car built for road purposes in which engine, chassis and bodywork were designed with performance as the primary consideration'.

"I opined that as a matter of fact no four-seater could be a sports car, since the mere fact that there were four seats brought in the consideration of carrying people, and any car should have a better performance if its bodywork had been designed as a two-seater. Single-seaters were ineligible for the argument, as constituting racing cars.

"It was now getting late and, knocking out his pipe, 'I'm for bed' said one of the party. A few minutes later a terrific noise outside heralded his departure, in a much-cherished machine certainly of sporting tendencies, but not a real sports car in the light of our argument.

"So the discussion ended, with no final decision. Is there any such thing as a real sports car? My original definition was accepted with certain amendments and limitations, merely from lack of a better one."

#### AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage

Tel +44 (0)20 8267 5630 Email autocar@haymark

Editorial director, Automotive Jim Holder

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Production editor Melame Falconer
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Videographer James Holloway Picture editor Ben Summerell-Youde Editorial assistant Doug Revolta Office manager Charlene Harry

#### **EDITORIAL CONTRIBUTORS**

European editor Greg Kable Used car editor James Ruppert Senior contributing writer Andrew Frankel Senior contributing editor Richard Bremner

le correspondents Mauro Calo, Jesse Crosse on Holloway, Peter Liddiard, Julian Rendell, Richard Webber

#### **EDIA ENQUIRIES**

Tel +44 (0)20 8541 3434 Greg Cartwright (greg@performancecomms.com)

#### SUBSCRIPTIONS

eas +44 (0)1795 592 972

Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

#### Tel+44 (0)20 8267 5024 Contact Isla Friend (isla.friend@haymarket.com)

**BACK ISSUES** 

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING Classified +44 (0)20 8267 5817 Display +44 (0)20 8267 5574 Production +44 (0)20 8267 5814 Fax +44 (0)20 8267 5312 Sales director, Julia Dea

Sales unectur Journal Dearl Agency group head Richard Potton Agency account managers Adrianna Haynes, Dan Hodgson Semi-display executive Kammy Karginaite Retail executive Hannah Mathew

PRODUCTION Tel +44 (0)20 8267 5219

Production manager Anthony Davis Production controller Ben Harris

#### MARKETING

Marketing manager Darren Pitt Direct marketing manager Kadie Chanter Newstrade marketing manager Nick Lyon Head of events Wendy Stonebridge

MANAGEMENT Group director Patrick Fuller Brand director Rachael Prasher

Publisher Chris Lowe

Autocar is published by Havmarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK haymarketgroup.com Tel+44 (0)20 8267 5000

Editorial director Mark Payton Strategy & planning director Bob McDowell
Managing director David Prasher
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1.8T FSI Sport 2dr

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